

NACOmatic

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INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS**ALBANY, OR**

ALBANY MUNI **VOR/DME or GPS-A**
NA except for operators with approved weather reporting service.

ARLINGTON, WA

ARLINGTON MUNI **NDB or GPS Rwy 34**
Category D, 800-2½.
NA when Paine Field control tower closed.

ASTORIA, OR

ASTORIA RGNL **RNAV (GPS) Rwy 26¹²**
VOR Rwy 8³

¹NA when local weather not available.

²Categories A, B, 900-2; Category C, 900-2¾;
Category D, 900-3.

³Category C, 800-2¾; Category D, 900-3.

AURORA, OR

AURORA STATE **LOC Rwy 17¹**
RNAV (GPS) Rwy 17²³
RNAV (GPS) Rwy 35²

¹Category D, 800-2¾.

²NA when local weather not available.

³Categories A, B, 900-2; Category C, 900-2½;
Category D, 900-2¾.

BAKER, MT

BAKER MUNI **NDB Rwy 13¹**
NDB Rwy 31²

¹Categories A,B, 1100-2; Categories C,D,
1100-3.

²Categories A,B, 1000-2; Category C, 1000-2¾;
Category D, 1000-3.

BAKER CITY, OR

BAKER CITY MUNI **RNAV (GPS) Rwy 13¹²**
VOR-A¹³
VOR/DME Rwy 13²⁴

¹NA when local weather not available.

²Category D, 900-2¾.

³Categories A,B, 1900-2; Categories C,D,
1900-3.

⁴NA when control zone not in effect.

NAME ALTERNATE MINIMUMS**BELLINGHAM, WA**

BELLINGHAM INTL **ILS or LOC Rwy 16**
RNAV (GPS) Rwy 16
NA when local weather not available.

BIG PINEY, WY

MILEY MEMORIAL FIELD **VOR Rwy 31**
Category D, 800-2¾.

BILLINGS, MT

BILLINGS LOGAN
INTL **NDB Rwy 10L¹**
RNAV (GPS) Rwy 10L²
RNAV (GPS) Rwy 28R³

¹Category D, 800-2¾.

²Categories A,B,C,D, 800-2¾.

³Categories A,B, 900-2; Categories C,D,
900-3.

BOISE, ID

BOISE AIR TERMINAL(GOWEN
FIELD) **LOC BC Rwy 28L¹**
RNAV (GPS) Y Rwy 10R²
RNAV (GPS) Y Rwy 28L²
VOR/DME or TACAN Rwy 10L¹
VOR/DME or TACAN Rwy 28L¹

¹Category E, 900-3.

²Category E, 1000-3.

BOZEMAN, MT

GALLATIN FIELD **VOR Rwy 12**
Category C, 800-2¾; Category D, 800-2½.

BREMERTON, WA

BREMERTON NATIONAL .. **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19¹

NA when local weather not available.

¹Categories A,B, 1200-2; Categories C,D,
1200-3.

NAME ALTERNATE MINIMUMS

BUFFALO, WY

JOHNSON COUNTY RNAV (GPS) Rwy 31¹
VOR/DME Rwy 31²

NA when local weather not available.

¹Category D, 800-2½.

²Category C, 800-2¼; Category D, 800-2½.

BURLEY, ID

BURLEY MUNI VOR-A
VOR/DME-B

NA when local weather not received.

BURLINGTON/MOUNT VERNON, WA

SKAGIT RGNL NDB Rwy 10¹
RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 28

NA when local weather not available.

¹Categories A,B, 1300-2; Categories C,D, 1300-3.

BURNS, OR

BURNS MUNI VOR Rwy 30
Categories A, B, 1400-2; Categories C,D, 1400-3.

BUTTE, MT

BERT MOONEY ILS Y Rwy 15¹
LOC/DME Rwy 15²
RNAV (GPS) Y Rwy 15³
RNAV (GPS) Z Rwy 15,1200-2
VOR or GPS-B,1400-3
VOR/DME or GPS-A,3000-3

¹Categories A, B, C, 1200-4.

²Categories A,B, 1300-2; Categories C,D, 1300-3.

³Categories A,B, 1500-2; Categories C,D, 1500-3.

CALDWELL, ID

CALDWELL
INDUSTRIAL RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 30

NA when local weather not available.

CASPER, WY

CASPER/NATRONA
COUNTY INTL ILS or LOC Rwy 3
ILS, Categories A,B, 800-2; Category C 800-2½; Category D, 800-2¼; Category E, 900-3.
LOC, Category C, 800-2½; Category D, 800-2¼; Category E, 900-3.

NAME ALTERNATE MINIMUMS

CHEYENNE, WY

CHEYENNE RGNL/JERRY OLSON
FIELD ILS or LOC Rwy 27¹
NDB Rwy 27¹
RNAV (GPS) Rwy 9²
RNAV (GPS) Rwy 13²
RNAV (GPS) Rwy 31²

¹NA when control tower closed.

²NA when local weather not available.

CODY, WY

YELLOWSTONE
REGIONAL RNAV (GPS) Rwy 22¹
VOR or GPS-A²

¹Category C, 800-2¼; Category D, 200-2¼.

²Category D, 900-3.

COEUR D'ALENE, ID

COEUR D'ALENE-PAPPY
BOYINGTON FIELD ILS or LOC/DME Rwy 5
NDB Rwy 5
RNAV (GPS) Rwy 5
VOR Rwy 5
VOR/DME Rwy 1

NA when local weather not available.

CORVALLIS, OR

CORVALLIS MUNI VOR-A
Categories A,B,1200-2; Categories C,D, 1200-3.

DEER PARK, WA

DEER PARK RNAV (GPS) Rwy 34
NA when local weather not available.

DILLON, MT

DILLON VOR or GPS-A,1500-3
VOR/DME or GPS-B
NA when Dillon altimeter setting not available.

DOUGLAS, WY

CONVERSE COUNTY VOR Rwy 29
Categories A,B, 1100-2; Categories C,D, 1100-3. DME standard.

EASTSOUND, WA

ORCAS ISLAND RNAV (GPS)-A
Categories A, B, 1100-2.
NA when local weather not available.

ELLENSBURG, WA

BOWERS FIELD RNAV (GPS) Rwy 25¹
RNAV (GPS) Rwy 29
VOR-B²

NA when local weather not available.

¹Category D, 800-2¼.

²Category A, 1500-2.

NAME ALTERNATE MINIMUMS

EPHRATA, WA

EPHRATA MUNI RNAV (GPS) Rwy 3¹
RNAV (GPS) Rwy 21²
VOR/DME Rwy 3¹
VOR Rwy 21¹

NA when local weather not available.

¹Category D, 1300-3.

²Category C, 800-2¼; Category D, 1300-3.

EUGENE, OR

MAHLON-SWEET

FIELD ILS or LOC/DME Z Rwy 16R¹
ILS or LOC Y Rwy 16R¹
ILS or LOC/DME Rwy 16L^{1,2}
RNAV (GPS) Rwy 34R²
VOR or GPS-A³

¹NA when control tower closed.

²NA when local weather not available.

³Categories A,B, 900-2; Category C, 900-2¼;
Category D, 900-2¾.

EVANSTON, WY

EVANSTON-UINTA COUNTY

BURNS FIELD ILS or LOC/DME Rwy 23
Categories C,D, 700-2.

EVERETT, WA

SNOHOMISH COUNTY(PAINE

FIELD) ILS or LOC/DME Rwy 16R
NA when control tower closed.
NA when local weather not available.

FORT BENTON, MT

FORT BENTON RNAV (GPS) Rwy 23
NA when local weather not available.

GILLETTE, WY

GILLETTE-CAMPBELL

COUNTY ILS or LOC Rwy 34^{1,2}
RNAV (GPS) Rwy 16³
RNAV (GPS) Rwy 34⁴
VOR/DME Rwy 16⁵
VOR/DME Rwy 34¹

¹Categories A,B, 900-2; Category C, 900-2¼;
Category D, 1000-3.

²NA when control tower closed.

³Categories A,B,C, 800-2¼; Category D,
1000-3.

⁴Categories A,B,C,D, 1200-4.

⁵Category C, 800-2¼; Category D, 1000-3.

GLASGOW, MT

WOKAL FIELD/

GLASGOW INTL VOR Rwy 12
Categories A,B, 900-2; Categories C,D, 900-3.
VOR/DME standard.

NAME ALTERNATE MINIMUMS

GLENDIVE, MT

DAWSON
COMMUNITY NDB or GPS Rwy 12,900-2¾

GOODING, ID

GOODING MUNI RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25

NA when local weather not available.

GRAY AAF (KGRF)

FORT LEWIS, WA NDB Rwy 15
NDB Rwy 33
ILS or LOC Rwy 15
COPTER NDB Rwy 15

NA when control tower closed.

GREAT FALLS, MT

GREAT FALLS INTL NDB Rwy 34
Category D, 800-2¼.

GREYBULL, WY

SOUTH BIG HORN COUNTY RNAV (GPS)-A
RNAV (GPS) Rwy 33¹

NA when local weather not available.

¹Category D, 1200-3.

HAILEY, ID

FRIEDMAN

MEMORIAL RNAV (GPS) W Rwy 31
Categories A,B, 1900-2; Category C, 1900-3.

HAVRE, MT

HAVRE CITY-COUNTY VOR Rwy 26
Categories A, B, 900-2; Category C, 900-2¾;
Category D, 900-3.

NAME ALTERNATE MINIMUMS

HELENA, MT

HELENA RGNL ILS or LOC Y Rwy 27¹²
 ILS or LOC Z Rwy 27¹²
 LOC/DME BC-C¹³
 NDB-D¹⁴
 RNAV (GPS) Y Rwy 9⁵
 RNAV (GPS) Rwy 23⁵
 RNAV (GPS) X Rwy 27⁵
 RNAV (RNP) Z Rwy 9⁷
 RNAV (RNP) Y Rwy 27⁷
 RNAV (RNP) Z Rwy 27⁷⁹
 VOR-A⁸
 VOR/DME-B⁵

¹NA when control tower closed.

²Categories A, B, 1600-2; Categories C, D, E, 1600-3.

³Categories A, B, 1300-2; Categories C, D, 1300-3.

⁴Category A, 1200-2.

⁵Categories A, B, 1600-2; Categories C, D, 1600-3.

⁶Categories A, B, 900-2; Category C, 900-2½; Category D, 900-3.

⁷NA when local weather not available.

⁸Categories A, B, 2900-2; Categories C, D, 2900-3.

⁹1000-4.

HOQUIAM, WA

BOWERMAN RNAV (GPS) Rwy 24¹
 VOR/DME Rwy 24²
 VOR Rwy 6¹

¹Category D, 800-2½.

²Categories A,B, 900-2; Category C, 900-2½; Category D, 900-3.

IDAHO FALLS, ID

IDAHO FALLS RGNL ILS or LOC Rwy 20¹
 LOC BC Rwy 2²
 RNAV (GPS) Rwy 20³
 VOR Rwy 20³

¹ILS, Category E, 700-2½. LOC, Category E, 800-2½.

²Category E, 800-2½.

³NA when local weather not available.

JACKSON, WY

JACKSON HOLE RNAV (GPS) X Rwy 1¹
 RNAV (GPS) Y Rwy 19¹
 RNAV (RNP) Y Rwy 1, 10681200-4
 VOR/DME Rwy 1²
 VOR/DME Rwy 19³

¹Categories A,B, 1200-2; Categories C,D, 1200-3.

²Categories A,B,1000-2; Categories C,D, 1000-3.

³Categories A,B,1400-2; Categories C,D, 1400-3.

NAME ALTERNATE MINIMUMS

JEROME, ID

JEROME COUNTY RNAV (GPS) Rwy 9
 RNAV (GPS) Rwy 27¹
 VOR/DME-A

NA when local weather not available.

¹Categories A, B, 1300-2; Categories C, D, 1300-3.

JOHN DAY, OR

GRANT COUNTY RGNL/
 OGILVIE FIELD RNAV (GPS) Y Rwy 9
 Category B, 900-2; Category C, 900-2½.

KALISPELL, MT

GLACIER PARK INTL ILS or LOC Rwy 2¹
 RNAV (RNP) Y Rwy 2²
 RNAV (RNP) Rwy 20, 800-2½²

¹Categories C, D, 700-2.

²NA when local weather not available.

KLAMATH FALLS, OR

KLAMATH FALLS ILS or LOC Rwy 32¹
 RNAV (GPS) Rwy 14²
 VOR/DME or TACAN Rwy 14³
 VOR/DME or TACAN Rwy 32⁴
 VOR or GPS-B,2100-3

¹Categories A,B, 900-2; Category C, 900-2½; Category D, 1000-3. LOC, DME required.

²Categories A,B, 900-2; Category C, 900-2½; Category D, 1000-3.

³Categories C,D, 1000-3; Category E, NA.

⁴Category B, 900-2; Categories C,D, 1000-3; Category E, 1500-3.

LAKEVIEW, OR

LAKE COUNTY VOR/DME-A
 Categories A,B, 900-2; Category C, 900-2½;
 Category D, 900-2½.

LEWISTON, ID

LEWISTON-NEZ PERCE
 COUNTY ILS Rwy 26¹²
 RNAV (GPS) Rwy 8³
 RNAV (GPS) Rwy 12³
 RNAV (GPS) Rwy 26³
 VOR Rwy 8⁴
 VOR Rwy 26³

¹ILS, Category D, 800-2½.

²NA when control tower closed.

³Category D, 800-2½.

⁴Categories A, B, 1100-2; Categories C, D, 1100-3.

LEWISTOWN, MT

LEWISTOWN MUNI RNAV (GPS) Rwy 7
 VOR Rwy 7

Category D, 800-2½.

NAME ALTERNATE MINIMUMS

LIVINGSTON, MT

MISSION FIELD **VOR/DME-B¹**
VOR-A²

¹Categories A, B, 900-2; Category C, 900-2½;
Category D, 1000-3.

²Categories A, B, 2200-2; Categories C,D,
2200-3.

MC MINNVILLE, OR

MC MINNVILLE MUNI **ILS or LOC Rwy 22**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
VOR/DME-B

NA when local weather not available.

Category D 800-2¼.

MEDFORD, OR

ROGUE VALLEY INTL-
MEDFORD **ILS or LOC/DME Rwy 14¹²**
LOC/DME BC-B²³
RNAV (GPS)-D³
RNAV (GPS) Rwy 14⁴
VOR-A⁵
VOR/DME-C³
VOR/DME Rwy 14⁵

¹ILS, Categories A, B, C, 700-2; Category D,
900-2½. LOC, Category D, 900-2½.

²NA when control tower closed.

³Categories A, B, 2300-2; Categories C, D,
2300-3.

⁴Categories A, B, 1100-2; Categories C, D,
1100-3.

⁵Categories A, B, 1400-2; Category C, D
1400-3.

MISSOULA, MT

MISSOULA INTL **ILS Rwy 11¹**
RNAV (GPS) Y Rwy 11²³
RNAV (RNP) Z Rwy 11², 800-2½
VOR/DME or GPS-A, 2000-3
VOR/DME or GPS-B, 2000-3

¹ILS, 1600-6. LOC, NA.

²NA when local weather not available.

³Categories A, B, 1900-2; Categories C, D,
1900-3.

MOSES LAKE, WA

GRANT COUNTY INTL ... **ILS or LOC Rwy 32R¹**
NDB Rwy 32R²
RNAV (GPS) Rwy 4¹
RNAV (GPS) Rwy 14L¹
RNAV (GPS) Rwy 22¹
VOR Rwy 4²
VOR -1 Rwy 14L²
VOR -3 Rwy 14L²
VOR Rwy 22²
VOR Rwy 32R²

¹NA when local weather not available.

NAME ALTERNATE MINIMUMS

NEWCASTLE, WY

MONDELL FIELD **VOR or GPS Rwy 31**
NA except for operators with approved weather
reporting service.
Categories A,B, 900-2; Categories C,D, 900-3.

NORTH BEND, OR

SOUTHWEST OREGON
RGNL **ILS or LOC Rwy 4¹**
NDB or GPS Rwy 4²
VOR or GPS-A³
VOR/DME or GPS-B⁴
VOR/DME Rwy 4⁴

¹ILS, Categories A,B, 800-2; Category C, 900-
2¼, Category D, 1000-3. LOC, Category C,
900-2¼, Category D, 1000-3.

²Category C, 900-2¼; Category D, 1000-3.

³Categories A,B, 1100-2; Categories C,D,
1100-3.

⁴Categories C,D, 1000-3.

OAK HARBOR, WA

AJ EISENBERG **RNAV (GPS) Rwy 7**
NA when local weather not available.

OLYMPIA, WA

OLYMPIA RGNL **ILS or LOC Rwy 17¹²**
RNAV (GPS) Rwy 17²
RNAV (GPS) Rwy 35²
VOR-A²³
VOR/DME Rwy 35²

¹ILS, Categories C, D, 700-2.

²NA when local weather not available.

³Category D, 800-2¼.

ONTARIO, OR

ONTARIO MUNI **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
NA when local weather not available.

PASCO, WA

TRI-CITIES **ILS or LOC Rwy 21R¹²**
RNAV (GPS) Rwy 3L
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 21R
RNAV (GPS) Rwy 30
VOR Rwy 21R³
VOR/DME Rwy 30

NA when local weather not available.

¹NA when control tower closed.

²ILS, Categories A,B,C, 700-2; Category D,
700-2¼. LOC, Category D, 800-2¼.

³Category D, 800-2¼.

²NA when Rawlins FSS closed.

NAME ALTERNATE MINIMUMS

REDMOND, OR

ROBERTS FIELD **ILS or LOC Rwy 22¹**
VOR/DME Rwy 22²

¹ILS, LOC, Category D, 800-2½; Category E, 800-2½.

²Category A, B, 1000-2; Category C, 1000-2¾; Category D, E, 1000-3.

RENTON, WA

RENTON MUNI **NDB Rwy 16¹**
RNAV (GPS) Y Rwy 16²
RNAV (GPS) Z Rwy 16³

NA when local weather not available.

¹Categories A, B, 1000-2; Categories C, D, 1000-3.

²Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.

³Categories A, B, 900-2.

REXBURG, ID

REXBURG-MADISON
COUNTY **RNAV (GPS) Rwy 35**
NA when local weather not available.
Category D, 800-2½.

RICHLAND, WA

RICHLAND **NDB Rwy 19¹**
RNAV (GPS) Rwy 19¹
RNAV (GPS) Rwy 26¹
VOR/DME-A²
VOR Rwy 26¹

¹Category D, 800-2½.

²Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.

ROCK SPRINGS, WY

ROCK SPRINGS SWEETWATER
COUNTY **VOR-B**
Category D, 800-2½.

ROSEBURG, OR

ROSEBURG RGNL **RNAV (GPS)-B**
NA when local weather not available.
Categories A, B, 1200-2; Category C, 1200-3;
Category D, 1400-3.

SALEM, OR

MCNARY FIELD **ILS or LOC Rwy 31¹²**
LOC/DME Rwy 31³
RNAV (GPS) Rwy 31¹³

¹NA when local weather not available.

²ILS, Categories A, B, 800-2; Category C, 800-2¾; Category D, 800-2½. LOC, Category C, 800-2¾; Category D, 800-2½.

³Category D, 800-2½.

NAME ALTERNATE MINIMUMS

SCAPPOOSE, OR

SCAPPOOSE INDUSTRIAL
AIRPARK **VOR/DME or GPS-A**
Category B, 900-2; Category C, 1000-2¾;
Category D 1300-3.

SEATTLE, WA

BOEING FIELD-KING COUNTY
INTL **ILS Rwy 13R¹**
ILS Rwy 31L²
LOC/DME Rwy 13R³
RNAV (GPS) Y Rwy 13R⁴
RNAV (RNP) Z Rwy 13R⁵

¹ILS, Category A, 800-2; Category B, 900-2;
Category C, 900-2½; Category D, 1000-3.

²Category A, 800-2; Category B, 900-2;
Category C, 900-2½; Category D, 1000-3.

³Category B, 900-2; Category C, 900-2½;
Category D, 1000-3.

⁴Category B, 900-2; Category C, 900-2¾;
Category D, 1000-3.

⁵Categories A, B, C, D, 800-2¾.

SHERIDAN, WY

SHERIDAN
COUNTY **ILS or LOC/DME Rwy 32**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32
VOR Rwy 14

NA when local weather not received.
Category D, 800-2¾.

SIDNEY, MT

SIDNEY-RICHLAND MUNI **NDB Rwy 1¹**
NDB Rwy 19²

¹Category D, 800-2¾.

²Categories C, D, 800-2½.

SPOKANE, WA

FELTS FIELD **ILS/DME Rwy 21R¹**
RNAV (GPS)-A²
RNAV (GPS) Rwy 3L²
VOR Rwy 3L³

¹Categories A, B, 1000-2; Category C, 1000-2¾.

²Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

³Categories A, B, 1000-2; Categories C, D, 1000-3

SPOKANE INTL **ILS or LOC Rwy 3¹**
ILS or LOC/DME Rwy 21¹
VOR Rwy 3²

¹ILS, Category D, 700-2.

²Category E, 800-2½.

RADAR INSTRUMENT APPROACH MINIMUMS

CHEYENNE, WY

Amdt 1B, MAY 8, 2008 (FAA)

ELEV 6159

CHEYENNE RGNL/JERRY OLSON FIELD

RADAR - 124.55 263.075   NA

				DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS		DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
PAR	27	3.0°/55/918	ABCDE	6321/24	200 (200-½)			
ASR	9		ABC	6500-1	357 (400-1)	DE	6500-1¼	357 (400-1¼)
	27		ABC	6520/24	399 (400-½)	DE	6520/50	399 (400-1)
CIR	ALL		AB	6660-1	501 (600-1)	C	6660-1½	501 (600-1½)
			D	6720-2	561 (600-2)	E	6960-2¾	801 (900-2¾)

For inoperative MALSR increase, PAR 27 category E visibility to RVR 4000, ASR 27 category D visibility to RVR 6000 and ASR 27 category E visibility to 1½. PAR not available when ASR out of service.

GRAY AAF (KGRF), FORT LEWIS, WA (09155 USA)

ELEV 300

RADAR - (E) 128.2 139.925 239.0 317.4   NA

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
PAR ¹³	15	3.0°/55/947	ABCD	499/40	200	(200-¾)
	33 ²	3.0°/39/730	ABCD	500-¾	200	(200-¾)

¹Opr Mon-Fri 1600-0759Z++, exc federal holidays. POC DSN 357-4953 or C253-967-4953. Svc incl PAR and apch mnt of ILS and NDB. ²PAR not authorized when R6703D is active. ³Circling not authorized.

OPS 138.6

Contact Seattle approach for vectors to Final on 120.1 290.9

Missed Approach:

Rwy 15: Climb to 700, then climbing left turn to 2000 via heading 270° for RADAR vectors; or when directed by ATC, climb to 700, then climbing left turn to 2000 direct GR LOM and hold NW, RT, 147° inbound (ADF REQUIRED).

Rwy 33: Climb to 700, then climbing left turn to 2000 via heading 270° for RADAR vectors; or when directed by ATC, climb to 2000 direct GR LOM and hold NW, RT, 147° inbound (ADF REQUIRED).

LOST COMMUNICATIONS (ALL RWYS): As directed by ATC on initial contact.

RADAR INSTRUMENT APPROACH MINIMUMS**OAK HARBOR (OKH), WA**

Amdt 1A, Mar 12, 2009 (FAA)

ELEV 193**A J EISENBERG****RADAR - 118.2 285.65 ▽ ▲ NA**

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HATH/ HAA</u>	<u>CEIL-VIS</u>
ASR	7		AB CD	620-1 NA	427	(500-1)
CIR	All Rwy		A B CD	620-1 660-1 NA	427 467	(500-1) (500-1)

When local altimeter setting not received, use Whidbey Island NAS altimeter setting and increase all MDAs 40 feet. Circling north of Rwy 7-25 NA at night. Visibility reduction by helicopters NA.

RADAR INSTRUMENT APPROACH MINIMUMS

WHIDBEY ISLAND NAS (KNUW), (AULT FLD) WA (09071 USN)

ELEV 47

RADAR - (E) 126.05x 126.85x 266.8x 299.6x 310.8x 322.5x 327.0x 343.75x ▽

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR ¹	25 ^{2 3 10}	3.0°/40/718	ABCDE	228-½	200	(200-½)
	14 ^{5 11}	3.0°/49/947	ABCDE	139-¼	100	(100-¼)
	7	3.0°/50/961	ABCDE	125-½	100	(100-½)
	32 ^{2 10}	3.0°/34/776	ABCDE	147-¼	100	(100-¼)
W/O GS	25 ^{3 6}		ABC	480-¾	452	(500-¾)
			DE	480-1	452	(500-1)
	14 ^{7 11}		AB	340-½	301	(300-½)
			CDE	340-¾	301	(300-¾)
	7		ABCDE	300-1	275	(300-1)
	32 ^{8 10}		ABC	500-¾	453	(500-¾)
			DE	500-1	453	(500-1)
ASR	7		AB	440-1	415	(400-1)
			CD	440-1¼	415	(400-1¼)
			E	440-1½	415	(400-1½)
	14 ^{4 11}		AB	600-½	561	(600-½)
			C	600-1	561	(600-1)
			D	600-1¼	561	(600-1¼)
			E	600-1½	561	(600-1½)
	32 ^{8 11}		AB	680-½	633	(700-½)
			C	680-1¼	633	(700-1¼)
			D	680-1½	633	(700-1½)
			E	680-1¾	633	(700-1¾)
	25 ⁴		AB	760-½	732	(800-½)
			C	760-1½	732	(800-1½)
			D	760-1¾	732	(800-1¾)
			E	760-2	732	(800-2)
CIR ⁹			A	780-1	733	(800-1)
			B	800-1¼	753	(800-1¼)
			C	800-2¼	753	(800-2¼)
			D	860-2¾	813	(900-2¾)
			E	1100-3	1053	(1100-3)

¹No-NOTAM MP: PAR 1600-0800Z++ Mon. ²When ALS inop, increase vis CAT ABCDE to ¾ mile.

³Caution: Trees 265' MSL, 3270' from THLD, 1647' right of RCL. ⁴When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 2 miles, CAT E to 2¼ miles. ⁵When ALS inop, increase CAT ABCDE vis to ½ mile. ⁶When ALS inop, increase vis CAT ABC to 1¼ miles, CAT DE to 1½ miles. ⁷When ALS inop, increase vis CAT ABCDE to 1 mile. ⁸When ALS inop, increase vis CAT ABC to 1¼ mile, CAT DE to 1½ mile. ⁹When CIRCLING to RWY 25 or 32, increase vis CAT A to 1¼ mile. ¹⁰Amdt 2. ¹¹Amdt 1.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

AFTON, WY

AFTON MUNI

DEPARTURE PROCEDURE: **Rwy 16**, Use LUNDI
DEPARTURE. **Rwy 34**, use AFTON DEPARTURE.

ALBANY, OR

ALBANY MUNI

DEPARTURE PROCEDURE: **Rwy 16**, turn right.
Rwy 34, turn left. All aircraft climb direct CVO VOR/
DME and continue climb in CVO VOR/DME holding
pattern, (E, right turns, 261° inbound) to cross CVO
VOR/DME at or above 3000.

ANACONDA, MT

BOWMAN FIELD

TAKE-OFF MINIMUMS: **Rwy 4**, std. w/min. climb of 417'
per NM to 9000, or 2800-3 for climb in visual conditions.
Rwy 16, std. w/min. climb of 321' per NM to 10200, or
2800-3 for climb in visual conditions. **Rwy 22**, NA-
obstacles. **Rwy 34**, std. w/min. climb of 369' per NM to
9100, or 2800-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 4, 34**, climbing right
turn to 10200 via heading 130° and CPN VOR/DME R-
340 to CPN VOR/DME, continue climb-in-hold to 10200
(north, left turn, 166° inbound), or for climb in visual
conditions, cross Bowman Field Airport at or above 7700
then proceed via CPN R-309 to CPN VOR/DME,
continue climb-in-hold to 10200 (north, left turn, 166°
inbound).

NAME TAKE-OFF MINIMUMS

BOWMAN FIELD(CON'T)

Rwy 16, climbing left turn to 10200 via heading 100° and
CPN VOR/DME R-335 to CPN VOR/DME, continue
climb-in-hold to 10200 (north, left turn, 166° inbound), or
for climb in visual conditions, cross Bowman Field
Airport at or above 7700 then proceed via CPN R-309 to
CPN VOR/DME, continue climb-in-hold to 10200 (north,
left turn, 166° inbound).

NOTE: **Rwy 16**, multiple trees beginning 865' from
departure end of runway, 243' left of centerline, up to 70'
AGL/5097' MSL. Rod on hangar 570' from departure
end of runway, 278' left of centerline, 54' AGL/5054'
MSL. Multiple trees beginning 787' from departure end
of runway, 165' right of centerline, up to 70' AGL/5098'
MSL. Multiple transmission lines beginning 4602' from
departure end of runway, 1664' right of centerline, 80'
AGL/5159' MSL. **Rwy 34**, multiple transmission lines
beginning 2242' from departure end of runway, 964' left
of centerline, up to 80' AGL/5159' MSL.

ARCO, ID

ARCO-BUTTE COUNTY (AOC)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, NA - Obstacles.
DEPARTURE PROCEDURE: Use JATTS
DEPARTURE.

ARLINGTON, WA**ARLINGTON MUNI**

TAKE-OFF MINIMUMS: **Rwy 11**, 600-2 or std. with a min. climb of 350' per NM to 700. **Rwy 34**, 500-2 or std. with a min. climb of 260' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 11**, turn right.

Rwy 16, climb direct to WATON LOM. **Rwys 29,34**, turn left. **All aircraft** climb direct to WATON LOM. Aircraft departing WATON LOM on bearings 150° CW 200° and bearings 260° CW 340° from WATON LOM continue climb on course. Aircraft departing WATON LOM on bearings 340° CW 150° from WATON LOM climb in holding pattern (S, left turns, 339° inbound) to 4500 then continue climb on course. Aircraft departing WATON LOM on bearings 200° CW 260° from WATON LOM climb in holding pattern (S, left turns, 339° inbound) to 1500 then continue climb on course.

ASTORIA, OR**ASTORIA RGNL**

TAKE-OFF MINIMUMS: **Rwy 8**, 800-3 or std. with a min. climb of 320' per NM to 900. **Rwy 13**, 700-2 or std. with a min. climb of 350' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 8,31**, turn left.

Rwy 13, climb runway heading to 800 then climbing right turn. **Rwy 26**, turn right. Aircraft departing northwestbound climb via AST R-290 on course.

All other aircraft climb to 1500 or above via AST R-290 then left turn to AST VOR/DME and continue climbing on course.

AUBURN, WA**AUBURN MUNI**

DEPARTURE PROCEDURE: Use AUBURN DEPARTURE.

AURORA, OR**AURORA STATE**

DEPARTURE PROCEDURE: **Rwy 17**, turn right,

thence... **Rwy 35**, turn left, thence...

...Aircraft proceeding via V23 climb on course; All others climb in UBG VOR/DME holding pattern (hold south, left turn, 003° inbound) to cross UBG VOR/DME at or above MEA/MCA for direction of flight.

NOTE: **Rwy 17**, multiple trees 31' from departure end of runway, 273' right of centerline, up to 90' AGL/270' MSL.

Multiple trees beginning 979' from departure end of runway, 247' right of centerline up to 113' AGL/316' MSL. Road 254' from departure end of runway, 350' left of centerline, 16' AGL/209' MSL. **Rwy 35**, multiple trees and road beginning 31' from departure end of runway, 163' left of centerline, up to 138' AGL/329' MSL.

Multiple trees beginning 973' from departure end of runway, 281' right of centerline, up to 58' AGL/253' MSL.

BAKER, MT**BAKER MUNI**

NOTE: **Rwy 13**, 51' derrick 2200' from departure end of runway on centerline. 100' trees south of airport, near runway, various locations. **Rwy 31**, 146' antenna on tower 4000' from departure end of runway, 1800' left of centerline. 114' rod on OL antenna 3800' from departure end of runway on centerline.

BAKER CITY, OR**BAKER CITY MUNI**

TAKE-OFF MINIMUMS: **Rwy 8**, 900-2 or std. with a min. climb of 315' per NM to 6000, (788' per min. at 150K, 1050' per min. at 200K, 1313' per min. at 250K).

Rwy 13, 1400-2 or std. with a min. climb of 310' per NM to 6000 (775' per min. at 150K, 1033' per min. at 200K, 1292' per min. at 250K). **Rwy 17**, NA. **Rwy 31**, 1300-2 or std. with a min. climb of 240' per NM to 6000 (600' per min. at 150K, 800' per min. at 200K, 1000' per min. at 250K). **Rwy 35**, CAT C, D 1000-2; or std. with a min. climb of 240' per NM to 6000 (600' per min. at 150K, 800' per min. at 200K, 1000' per min. at 250K).

DEPARTURE PROCEDURE: **Rwys 8,13**, turn left.

Rwys 26,31,35, turn right. **All aircraft** climb direct BKE VOR/DME. Continue climb in BKE holding pattern (SE, right turns, 298° inbound) to cross BKE VOR/DME at or above MCA or MEA for route of flight.

BELLINGHAM, WA**BELLINGHAM INTL**

DEPARTURE PROCEDURE: **Rwy 16**, climb heading 160° to 600, then climbing right turn direct HUH VORTAC. Do not exceed 210 KIAS until established northbound. **Rwy 34**, climb heading 340° to 600, then climbing left turn to intercept HUH R-145 to HUH VORTAC, continue climb in holding pattern (northwest, right turn, 149° inbound) to MEA as appropriate for direction of flight.

NOTE: **Rwy 16**, lighted windsock 9' from departure end of runway, 259' right of centerline, 16' AGL/181' MSL.

Multiple trees beginning 747' from departure end of runway, 405' right of centerline, up to 68' AGL/213' MSL.

Multiple trees beginning 1128' from departure end of runway, 57' left of centerline, up to 104' AGL/249' MSL.

Rwy 34, lighted windsock 93' from departure end of runway, 516' right of centerline, 27' AGL/169' MSL. Multiple trees beginning 1372' from departure end of runway, 619' right of centerline, up to 134' AGL/246' MSL.

BEND, OR**BEND MUNI (BDN)****AMDT 4 09183 (FAA)**

DEPARTURE PROCEDURE: Use BEND DEPARTURE.

BIG PINEY, WY**MILEY MEMORIAL FIELD**

TAKE-OFF MINIMUMS: **Rwys 8,26**, NA.

DEPARTURE PROCEDURE: **Rwy 13**, climb to 8400 via BPI R-124. **Rwy 31**, climb to 10800 via BPI R-320 thence all aircraft climb on course.

BILLINGS, MT

BILLINGS LOGAN INTL (BIL)
AMDT 5 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10R**, NA- Obstacles.
DEPARTURE PROCEDURE: **Rwy 10L**, Climb heading 098° to 4600 before turning right.
NOTE: **Rwy 10L**, fence 466' from departure end of runway, 535' right of centerline, 11' AGL/3511' MSL, cars on road, beginning from 624' from departure end of runway, 427' right of centerline, 15' AGL/3523' MSL, ground beginning 21' from departure end of runway, 499' right of centerline, 0' AGL/3505' MSL. **Rwy 25**, airport security fence, abeam departure end of runway, 500' left of centerline, 11' AGL/3672' MSL to 1200' from departure end of runway, abeam rwy centerline, 11' AGL/3672' MSL.

BLACKFOOT, ID

MCCARLEY FIELD

DEPARTURE PROCEDURE: **Rwy 1**, climb to 7000 (or higher assigned altitude) direct IDA VOR/DME, before proceeding on course. **Rwy 19**, climb to 7000 (or higher assigned altitude) direct PIH VORTAC, before proceeding on course.

BOISE, ID

BOISE AIR TERMINAL (GOWEN FIELD)

DEPARTURE PROCEDURE: **Rwys 28L, 28R**, turn left **Rwys 10L, 10R**, turn right. Climb on BOI R-214 within 20 NM to cross BOI VORTAC at or above MEA/MCA for direction of flight.

BOZEMAN, MT

GALLATIN FIELD (BZN)
AMDT 3 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 21**, NA-ATC.
DEPARTURE PROCEDURE: **Rwys 12, 30**, use BOZEMAN DEPARTURE.

BREMERTON, WA

BREMERTON NATIONAL (PWT)
AMDT 3 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1 or std. w/ min. climb of 410' per NM to 700.
DEPARTURE PROCEDURE: **Rwy 1**, Climbing right turn to 6000 direct CAN NDB, Thence... **Rwy 19**, Climb to 6000 direct CAN NDB, thence...
...Continue climb-in-hold (S, LT, 013° inbound) to 6000 before proceeding on course.
NOTES: **Rwy 1**, Multiple bushes 380' from departure end of runway, 522' left of centerline, up to 17' AGL/456' MSL, multiple trees and poles beginning 1210' from departure end of runway, 622' left of centerline, up to 100' AGL/561' MSL, multiple trees and bushes 1012' from departure end of runway, 708' right of centerline, up to 100' AGL/495' MSL. **Rwy 19**, Multiple trees beginning 176' from departure end of runway, 337' left of centerline, up to 100' AGL/514' MSL, multiple trees beginning 371' from departure end of runway, 277' right of centerline, up to 100' AGL/548' MSL.

BUFFALO, WY

JOHNSON COUNTY

TAKE-OFF MINIMUMS: Northbound aircraft:

Rwys 13, 31, 2400-2 or std. with a min. climb of 300' per NM to 7500. Southbound aircraft: **Rwy 31**, 400-2 or std. with a min climb of 300' per NM to 6000.

DEPARTURE PROCEDURE: Northbound aircraft:

Rwy 13, turn left. **Rwy 31**, climb straight ahead.

All aircraft proceed via SHR R-139 to SHR VORTAC.

Southbound aircraft: **Rwy 13**, climb straight ahead.

Rwy 31, turn right. All aircraft proceed via CZI R-319 to CZI VOR/DME.

BURLEY, ID

BURLEY MUNI

TAKE-OFF MINIMUMS: All runways, cross departure end of runway at or above 35' AGL.

DEPARTURE PROCEDURE: All runways, climb direct BURLEY (BYI) VOR/DME. Continue climb on R-305 within 10 miles to cross BYI VOR/DME: R-024 CW R-054 at or above 5500; R-055 CW R-240 at or above 8000; R-241 CW R-023 at or above 5900.

NOTE: **Rwy 2**, bridge 252' from departure end of runway, 513' left of centerline, 110' AGL/4195' MSL. Stack 2205' from departure end of runway, 857' right of centerline, 79' AGL/4236' MSL. Elevator 4092' from departure end of runway, 297' right of centerline, 133' AGL/4283' MSL. **Rwy 20**, antenna 523' from departure end of runway, 338' right of centerline, 43' AGL/4217' MSL. **Rwy 24**, tree 630' from departure end of runway, 521' right of centerline, 41' AGL/4215' MSL. Grain elevator 3106' from departure end of runway, 163' left of centerline, 137' AGL/4317' MSL.

BURLINGTON/MOUNT VERNON, WA

SKAGIT RGNL (BVS)

ORIG-A 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 3000-2 or std. with a min. climb of 340' per NM to 3600. **Rwy 10**, 1700-2 or std. with a min. climb of 245' per NM to 2300. **Rwy 22**, 1300-2 or std. with a min. climb of 210' per NM to 1800.

DEPARTURE PROCEDURE: **Rwys 4, 10, 22**, turn right heading 280°. **Rwy 28**, climb runway heading.

All aircraft climb to 2500 then turn right direct BVS NDB to cross BVS at or above 4500. Aircraft departing on BVS R-145 CWR-330 climb on course. All others continue climbing in BVS holding pattern (NW, right turns 113° inbound) to cross BVS at or above 6800 before proceeding on course.

NOTE: **Rwy 4**, tree 2581' from departure end of runway, 426' left of centerline, 100' AGL/212' MSL. Light pole 1489' from departure end of runway, 136' left of centerline 35' AGL/137' MSL. Bush 126' from departure end of runway, 430' right of centerline, 20' AGL/101' MSL. Building 2925' from departure end of runway, 130' left of centerline, 60' AGL/180' MSL.

BURNS, OR**BURNS MUNI**

DEPARTURE PROCEDURE: **Rwy 3**, climbing right turn, thence... **Rwy 12**, climb to 4600 via heading 117°, thence... **Rwys 21, 30**, climbing left turn, thence...

...All aircraft departing on ILR R-072 CWR-209, climb on course. All others climb on ILR R-123 within 10 NM to cross ILR VOR/DME at or above 5000.

NOTE: **Rwy 21**, pole 820' from departure end of runway, 357' left of centerline, 20' AGL/4169' MSL.

BUTTE, MT**BERT MOONEY**

TAKE-OFF MINIMUMS: **Rwy 11**, NA-obstacles. **Rwy 15**, std. w/min. climb of 601' per NM to 7300, or 3300-3 for climb in visual conditions. **Rwy 29**, std. w/min. climb of 832' per NM to 6700, or 3300-3 for climb in visual conditions. **Rwy 33**, std. w/min. climb of 355' per NM to 6800, or 3300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15**, climbing right turn direct CPN VOR/DME, or for climb in visual conditions: Cross Bert Mooney Airport westbound at or above 8800 then proceed direct CPN VOR/DME, thence... **Rwy 29**, climb heading 293° to intercept CPN VOR/DME R-082 to CPN VOR/DME, or for climb in visual conditions: Cross Bert Mooney Airport westbound at or above 8800 then proceed direct CPN VOR/DME, thence... **Rwy 33**, climb direct CPN VOR/DME, or for climb in visual conditions: Cross Bert Mooney Airport westbound at or above 8800 then proceed direct CPN VOR/DME, thence...

...climb in CPN VOR/DME holding pattern (hold north, left turn, 166° inbound) to cross CPN VOR/DME at or above MEA before proceeding enroute.

NOTE: **Rwy 15**, multiple trees beginning 2 NM from departure end of runway, 1779' right of centerline, up to 100' AGL/6659' MSL. Tree 2.1 NM from departure end of runway, 66' left of centerline, 100' AGL/5934' MSL. **Rwy 29**, multiple trees and poles beginning 364' from departure end of runway, 7' right of centerline, up to 100' AGL/5621' MSL. Multiple trees and lights beginning 322' left of centerline, up to 100' AGL/5582' MSL. Terrain and numerous trees beginning 1.2 NM from departure end of runway, 1022' left of centerline, up to 100' AGL/6 379' MSL. **Rwy 33**, flag pole 1095' from departure end of runway, 730' left of centerline, 64' AGL/5583' MSL.

CALDWELL, ID**CALDWELL INDUSTRIAL**

TAKE-OFF MINIMUMS: **Rwy 12**, std. with a min. climb of 300' per NM to 5600, or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12**, climb via heading 119° to 5600 before proceeding on course. For climb in visual conditions: Cross Caldwell Industrial Airport at or above 4800 before proceeding on course. **Rwy 30**, climb via heading 299° to 4400 before proceeding on course.

NOTE: **Rwy 12**, levee 198' from departure end of runway, 281' left of centerline, 0' AGL/2451' MSL. Multiple trees 1462' from departure end of runway, 877' right of centerline, up to 100' AGL/2505' MSL. **Rwy 30**, multiple poles 206' from departure end of runway, 389' right of centerline, up to 39' AGL/2457' MSL. Rod 353' from departure end of runway, 246' right of centerline, 21' AGL/2439' MSL.

CASPER, WY**CASPER/NATRONA COUNTY INTL (CPR)
AMDT 3A 09155 (FAA)**

DEPARTURE PROCEDURE: **Rwys 3, 8, 12**, turn left.

All other runways, turn right. All aircraft climb direct DDY VORTAC before proceeding on course, or comply with published Casper SIDs.

CHEHALIS, WA**CHEHALIS-CENTRALIA**

DEPARTURE PROCEDURE: **Rwy 16**, climb to 1000 via heading 160° then climbing left turn to 4000 via heading 001° and OLM R-151 to OLM VORTAC before proceeding on course. **Rwy 34**, climb to 4000 via heading 340° and OLM R-176 to OLM VORTAC before proceeding on course.

CHEYENNE, WY**CHEYENNE RGNL/JERRY OLSON FIELD**

NOTE: **Rwy 13**, multiple trees beginning 74' from departure end of runway, 115' left of centerline, up to 40' AGL/6166' MSL. Multiple trees, pole, and fence beginning 34' from departure end of runway, 167' right of centerline, up to 40' AGL/6154' MSL. **Rwy 27**, multiple trees and poles beginning 525' from departure end of runway, 271' left of centerline, up to 40' AGL/6216' MSL. Multiple trees and poles beginning 1222' from departure end of runway, 275' right of centerline, up to 40' AGL/6211' MSL. **Rwy 31**, multiple trees, road, fence and sign beginning 196' from departure end of runway, 76' left of centerline, up to 40' AGL/6238' MSL. Multiple poles and sign beginning 407' from departure end of runway, 8' left of centerline, up to 69' AGL/6229' MSL.

CODY, WY**YELLOWSTONE RGNL**

TAKE-OFF MINIMUMS: **Rwy 4**, 1500-2 or std. with a min. climb of 250' per NM to 6800. **Rwy 22**, 1600-2 or std. with a min. climb of 340' per NM to 6200.

DEPARTURE PROCEDURE: **Rwys 4, 22**, turn left.

All aircraft climb direct COD VOR/DME. Climb in COD VOR/DME holding pattern (N, left turns, 189° inbound) to cross COD VOR/DME at or above: COD R-350 CWR-170, 6000; or R-171 CWR-R-349, 11800.

COEUR D'ALENE, ID**COEUR D'ALENE-PAPPY BOYINGTON FLD**

TAKE-OFF MINIMUMS: **Rwy 5**, CAT A, B, 1700-2 or std. with a min. climb of 230' per NM to 4000. CAT C, D, 2600-2 or std. with a min. climb of 320' per NM to 5400.

DEPARTURE PROCEDURE: **Rwys 1, 5**, turn left, climb via COE R-005 to 5400, reverse course, continue climb direct COE VOR. **Rwy 19**, turn right. **Rwy 23**, turn left, climb via COE R-232 to 5000, reverse course, continue climb direct COE VOR.

COLSTRIP, MT**COLSTRIP (M46)****AMDT 2 08157 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 6** use CISPU (RNAV) DEPARTURE. **Rwy 24**, use CONUK (RNAV) DEPARTURE.

CONRAD, MT**CONRAD**

DEPARTURE PROCEDURE: **Rwy 24**, climb runway heading to 4300, then continue climb on course.

CORVALLIS, OR**CORVALLIS MUNI**

TAKE-OFF MINIMUMS: **Rwys 9, 17, 35**, std. with a min. climb of 290' per NM to 3100 or 1700-3 for climb in visual conditions. **Rwy 27**, std. with a min. climb of 310' per NM to 3100 or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 9, 17**, climbing left turn direct CVO VOR/DME, thence...or, climb in visual conditions to cross CVO VOR/DME at or above 3400.

Rwys 27, 35, climbing right turn direct CVO VOR/DME, thence...or, climb in visual conditions to cross CVO VOR/DME at or above 3400.

...climb in CVO VOR/DME holding pattern (E, RT, 261° inbound) to depart at or above 3400.

NOTE: **Rwy 9**, multiple trees and railroad beginning 549' from departure end of runway, 254' left of centerline, up to 153' AGL/383' MSL. Multiple trees and railroad beginning 670' from departure end of runway, 5' right of centerline, up to 135' AGL/380' MSL. **Rwy 27**, obstruction light on glideslope 409' from departure end of runway, 325' left of centerline, 28' AGL/273' MSL.

Rwy 35, multiple trees beginning 470' from departure end of runway, 544' left of centerline up to 36' AGL/276' MSL.

COWLEY/LOVELL/BYRON, WY**NORTH BIG HORN COUNTY**

DEPARTURE PROCEDURE: **Rwys 9, 27**, aircraft departing via HCY NDB bearings 130° CW 225° climb on course, all others climb in HCY NDB holding pattern (W, right turns, 078° inbound) to cross HCY NDB at or above 9000.

DEER PARK, WA**DEER PARK**

TAKE-OFF MINIMUMS: **Rwy 4**, 3000-2 or std. with a min. climb of 360' per NM to 5600.

DEPARTURE PROCEDURE: **Rwy 16**, climb runway heading; **Rwy 22**, climbing left turn to heading 130°; **Rwys 4, 34**, climbing right turn to heading 210°; **All aircraft** intercept and continue climb via the 170° bearing from DPY NDB to intercept GEG R-006 to GEG VORTAC.

DILLON, MT**DILLON**

TAKE-OFF MINIMUMS: **Rwys 3, 21**, NA.

DEPARTURE PROCEDURE: **Rwys 16, 34**, turn right, climb in DLN VOR/DME holding pattern (N, right turns, 185° inbound) to cross DLN VOR/DME at or above; northwesterly bound V257 8500; southwestbound V121 8500; northbound V21 7600; southeastbound V21, V257 9400.

DOUGLAS, WY**CONVERSE COUNTY**

TAKE-OFF MINIMUMS: **Rwy 5**, 300-2 or std. with a min. climb of 250' per NM to 5200. **Rwy 23**, 1700-3 or std. with a min. climb of 260' per NM to 7200.

DEPARTURE PROCEDURE: **Rwy 5**, climbing right turn via IIP VOR/DME R-342 to IIP VOR/DME. **Rwy 11**, climbing right turn via IIP VOR/DME R-312 to IIP VOR/DME. **Rwy 23**, climbing left turn via IIP VOR/DME R-264 to IIP VOR/DME. **Rwy 29**, climbing right turn via IIP VOR/DME R-325 to IIP VOR/DME. **All aircraft** departing IIP R-253 CWR R-180 climb on course. All others continue climb in IIP VOR/DME holding pattern (NW, left turns, 125° inbound) to cross IIP VOR/DME at or above: R-181 CWR R-199 9600; R-200 CWR R-252 8000.

NOTE: **Rwy 5**, trees 1883' from departure end of runway, 549' right of centerline, 35' AGL/5014' MSL. Trees 3407' from departure end of runway, 209' right of centerline, 35' AGL/5074' MSL. Trees 5458' from departure end of runway, 1954' right of centerline, 35' AGL/5132' MSL. **Rwy 23**, trees 2068' from departure end of runway, 1008' left of centerline, 35' AGL/4994' MSL. Trees 3130' from departure end of runway, 1215' left of centerline, 35' AGL/5014' MSL.

DRIGGS, ID**DRIGGS-REED MEMORIAL (DIJ)****AMDT 2 08157 (FAA)**

DEPARTURE PROCEDURE: Use LAMON DEPARTURE.

EASTSOUND, WA**ORCAS ISLAND (ORS)****AMDT 1 09351 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 16**, NA-Terrain. **Rwy 34**, 500-3 or std. w/ min. climb of 224' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 34**, climbing right turn to 2000 to intercept HUH VORTAC R-210 to HUH VORTAC, then climb-in-hold (hold South, Left turns, 352° inbound) to cross HUH VORTAC at or above 3800 before proceeding on course.

NOTE: **Rwy 34**, trees beginning 330' from DER, 411' left of centerline, up to 120' AGL/139' MSL.

ELLENSBURG, WA**BOWERS FIELD**

TAKE-OFF MINIMUMS: **Rwys 7, 11**, 4600-3 or std. with a min. climb of 290' per NM to 7800. **Rwy 25**, 4700-3 or std. with a min. climb of 340' per NM to 7800. **Rwy 29**, 4600-3 or std. with a min. climb of 320' per NM to 7800. DEPARTURE PROCEDURE: **Rwys 7, 29**, climbing right turn direct ELN VORTAC. **Rwys 11, 25**, climbing left turn direct ELN VORTAC. **All aircraft**, continue climbing in the ELN VORTAC holding pattern (W, right turns, 087° inbound) to MEA/MOCA for route of flight.

EPHRATA, WA**EPHRATA MUNI (EPH)****AMDT 3 09127 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 29**, NA-Obstacles. DEPARTURE PROCEDURE: **Rwy 3**, climb heading 027° to 2300 before proceeding on course. **Rwy 11**, climb heading 112° to 2200 before proceeding on course. **Rwy 21**, climb heading 207° to 2800 before proceeding on course.

EUGENE, OR

MAHLON SWEET FIELD

DEPARTURE PROCEDURE: **Rwys 16L, 16R**, climb to 1000 then climbing right turn...**Rwys 34L, 34R**, climb to 1000 then climbing left turn...

...all aircraft climb direct EUG VORTAC, then climb in EUG VORTAC holding pattern (hold north, right turn, 175° inbound) to cross EUG VORTAC at or above MEA altitude before proceeding enroute.

NOTE: **Rwy 16R**, tree 1992' from departure end of runway, 832' left of centerline, 50' AGL/419' MSL. **Rwy 16L**, multiple trees and power poles beginning 872' from departure end of runway, 35' right of centerline, up to 50' AGL/437' MSL, multiple trees and power poles beginning 890' from departure end of runway, 77' left of centerline, up to 50' AGL/433' MSL. **Rwy 34R**, multiple trees beginning 2869' from departure end of runway, 186' right of centerline, up to 50' AGL/447' MSL. Tree 2535' from departure end of runway, 652' left of centerline, 50' AGL/428' MSL.

EVANSTON, WY

EVANSTON-UINTA COUNTY BURNS FIELD

DEPARTURE PROCEDURE: **Rwy 5**, climb via heading 050° and FBR VOR/DME R-243 to FBR VOR/DME.

Rwy 23, climbing left turn via heading 030° and FBR VOR/DME R-243 to FBR VOR/DME.

All aircraft: cross FBR VOR/DME at or above MEA for direction of flight.

EVERETT, WA

SNOHOMISH COUNTY (PAINE FIELD)

TAKE-OFF MINIMUMS: **Rwy 29**, std. with a min. climb of 353' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 11, 16L/R**, climbing right turn, thence...**Rwys 29, 34L/R**, climbing left turn, thence...

...for aircraft departing via V287 west bound, climb via PAE VOR/DME R-236 to 3000. All others, climb direct PAE VOR/DME, climb in PAE VOR/DME holding pattern (NW, RT, 149° inbound) to MEA for route of flight before proceeding on course.

NOTE: **Rwy 11**, multiple antennas on building, rod on obstruction light, and trees beginning 326' from departure end of runway, 387' right of centerline, up to 85' AGL/664' MSL. Tree 1156' from departure end of runway, 600' left of centerline, 93' AGL/672' MSL. **Rwy 16L**, multiple trees and pole beginning 588' from departure end of runway, 220' left of centerline, up to 118' AGL/697' MSL. Multiple trees, pole, and building beginning 449' from departure end of runway, 162' right of centerline, up to 78' AGL/657' MSL. **Rwy 16R**, multiple trees beginning 1228' from departure end of runway, 168' left of centerline, up to 140' AGL/699' MSL. Multiple trees beginning 707' from departure end of runway, 158' right of centerline, up to 118' AGL/687' MSL. **Rwy 29**, multiple trees beginning 45' from departure end of runway, 66' left of centerline, up to 111' AGL/630' MSL. Multiple trees beginning 343' from departure end of runway, 44' right of centerline, up to 110' AGL/689' MSL. **Rwy 34R**, multiple trees and pole beginning 3340' from departure end of runway, 180' right of centerline, up to 95' AGL/674' MSL. Tree 5762' from departure end of runway, 221' left of centerline, 103' AGL/682' MSL.

FAIRCHILD AFB (KSKA)

SPOKANE, WA ORIG, 08017

DEPARTURE PROCEDURES: **Rwy 5**, climb on track 048° to intercept SKA-045 to 5300, then on course. **Rwy 23**, climb on track 241° to 3400, then on course.

TAKE-OFF OBSTACLES: **Rwy 23**, Terrain 2468' MSL, 194' from DER, 405' right of centerline. Terrain 2477' MSL, 461' from DER, 751' right of centerline. Terrain 2477' MSL, 509' from DER, 750' right of centerline.

FORT BENTON, MT

FORT BENTON

TAKE-OFF MINIMUMS: **Rwys 5, 23**, std. w/ min. climb of 274' per NM to 8900 or 5100-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 5, 23**, for climb in visual conditions: Cross Fort Benton Airport at or above 8900 MSL before proceeding on course.

FORT BRIDGER, WY

FORT BRIDGER

DEPARTURE PROCEDURE: **All aircraft** climb direct FBR VOR/DME. Aircraft departing: FBR R-210 CW R-135 climb on course; FBR R-136 CW R-209 cross FBR VOR/DME at or above 9000. (Hold NE, right turns, 215° inbound).

FRIDAY HARBOR, WA

FRIDAY HARBOR

TAKE-OFF MINIMUMS: **Rwy 34**, 500-1.

DEPARTURE PROCEDURE: Aircraft departing FHR NDB **Rwy 34**, climbing right turn direct FHR NDB, then climb on course. All other aircraft climb on course.

GILLETTE, WY

GILLETTE-CAMPBELL COUNTY (GCC)

AMDT 4 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, std. w/ min. climb of 275' per NM to 5600, or 1200-3 for climb in visual conditions. **Rwy 21**, 600-3 or std. w/ min. climb of 425' per NM to 5200.

DEPARTURE PROCEDURE: **Rwy 16**, climb via heading 158° to 5100, before proceeding on course or, for climb in visual conditions cross Gillette-Campbell County airport at or above 5400 before proceeding on course. **Rwy 21**, climb via heading 206° to 5200, before proceeding on course.

NOTE: **Rwy 3**, windsock 1415' from DER, 100' left of centerline, 24' AGL/4366' MSL. Trees beginning 1976' from DER, 267' right of centerline, up to 30' AGL/4409' MSL. **Rwy 16**, tower and poles beginning 1.61 NM from DER, 1264' left of centerline, up to 57' AGL/4696' MSL. Post and trees beginning 1.77 NM from DER, 300' right of centerline, up to 51' AGL/4789' MSL. **Rwy 21**, fence 328' from DER, 267' left of centerline, 7' AGL/4352' MSL, trees 2077' from DER, 1011' right of centerline, 30' AGL/4449' MSL, tree 7029' from DER, 2378' right of centerline, 30' AGL/4729' MSL. **Rwy 34**, fence 1236' from DER, 723' left of centerline, 16' AGL/4380' MSL. Vehicle on road 1609' from DER, 419' left of centerline, 15' AGL/4394' MSL. Trees 3093' from DER, 936' right of centerline, 30' AGL/4449' MSL. Vehicle on road 1610' from DER, 419' left of centerline, 15' AGL/4380' MSL.

GOODING, ID

GOODING MUNI (GNG)

ORIG 08269 (FAA)

DEPARTURE PROCEDURE: **Rwy 7**, climb heading 068° to 5000 before turning left. **Rwy 25**, climb heading 233° to 5600 before turning right.

NOTE: **Rwy 7**, rising terrain 59' from departure end of runway, 479' right of centerline, up to 3754' MSL. Fence line 653' from departure end of runway, 332' right of centerline, 12' AGL up to 3751' MSL. Bushes starting 877' from departure end of runway, 420' right of centerline, 20' AGL up to 3795' MSL. **Rwy 25**, vehicle on road, 91' from departure end of runway, 257' left of centerline, up to 10' AGL/3678' MSL.

GRANGEVILLE, ID

IDAHO COUNTY (S80)

AMD T 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, NA - Obstacles.

DEPARTURE PROCEDURE: **Rwy 25**, Use MELLR DEPARTURE.

GRANTS PASS, OR

GRANTS PASS

TAKE-OFF MINIMUMS: **Rwy 12**, NA. **Rwy 30**, 4000-3 or std. with a min. climb of 360' per NM to 5000.

DEPARTURE PROCEDURE: **Rwy 30**, climb via heading 320 until passing 5000, then climbing right turn direct RBG VOR/DME. Cross RBG VOR/DME at or above MEA for route of flight.

GRAY AAF (KGRF)

FORT LEWIS, WA

..... **Rwy 15**, 300-1***Rwy 33**, 300-1**

*Or standard with minimum climb of 430/NM to 500.
**Or standard with minimum climb of 380/NM to 600.

Rwy 15 climb runway heading to 700 then climbing left turn direct GR LOM. **Rwy 33** climb runway heading direct GR LOM. Aircraft departing 330° CW 070° and 135° CW 260° bearing from GR LOM climb on course. All others continue climb in GR holding pattern (Hold NW, RT, 147° inbound) to cross GR LOM at or above: 071° CW 134° bearing from GR LOM, 8500'; 261° CW 329° bearing from GR LOM, 1500.

GREAT FALLS, MT

GREAT FALLS INTL

NOTE: **Rwy 7**, obstruction light on lighted wind sock 237' from departure end of runway, 519' left of centerline, 34' AGL/3694' MSL. Obstruction light on building 2226' from departure end of runway, 614' left of centerline, 78' AGL/3738' MSL. Building on 681' from departure end of runway, 583' right of centerline, 48' AGL/3688' MSL. Multiple light poles beginning 1359' from departure end of runway, 440' right of centerline, up to 90' AGL/3746' MSL. **Rwy 21**, pole 1544' from departure end of runway, 791' left of centerline, 45' AGL/3725' MSL. **Rwy 25**, windmill 2.3 NM from departure end of runway, 4197' right of centerline, 338' AGL/4003' MSL.

GREYBULL, WY

SOUTH BIG HORN COUNTY (GEY)

ORIG-A 09239 (FA)

TAKE-OFF MINIMUMS: **Rwy 25**, 300-1 or std. w/ min. climb of 260' per NM to 4200.

DEPARTURE PROCEDURE: **All runways**, for departures on GEY bearings 320° CW 150°, climb in GEY NDB holding pattern to 9000 before departing on course, then continue climb to MEA or assigned altitude. Departures GEY bearings 150° CW 320° climb on course.

NOTE: **Rwy 25**, bush 4955' from DER, 1268' right of centerline, 2' AGL/4101' MSL.

GUERNSEY, WY

CAMP GUERNSEY

TAKE-OFF MINIMUMS: **Rwy 14**, 300-1 or std. with a min. climb of 320' per NM to 4700. **Rwy 32**, 1400-2 or std. with a min. climb of 320' per NM to 5800.

DEPARTURE PROCEDURE: **Rwy 14**, climb to 5600 via heading 150°. **Rwy 32**, climb to 5800 via heading 070°.

All aircraft continue on course.

HAILEY, ID

FRIEDMAN MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 13**, 2700-3 w/ min. climb of 307' per NM to 6400, or 3600-3 for climb in visual conditions. **Rwy 31**, NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 13**, Climbing right turn heading 149°, then on 160° course to HLE NDB, or for climb in visual conditions: cross Friedman Memorial Airport at or above 8800 heading 151°, then on 151° course to HLE NDB.

NOTE: **Rwy 13**, multiple trees beginning 763' from departure end of runway, 3' right of centerline, up to 100' AGL/5345' MSL. Multiple trees beginning 1.3 NM from departure end of runway, 2587' right of centerline, up to 100' AGL/6099' MSL.

HAMILTON, MT

RAVALLI COUNTY

DEPARTURE PROCEDURE: Use HAMEY RNAV DEPARTURE.

HAVRE, MT

HAVRE CITY-COUNTY (HVR)

AMDT 3 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1¾ or std. w/ min. climb of 217' per NM to 3300.

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 032° to 3300 then climbing left turn to 8000 direct HVR VOR/DME thence... **Rwy 8**, climb heading 077° to 3300 then climbing left turn to 8000 via HVR R-025 to HVR VOR/DME thence... **Rwy 21**, climb heading 212° to 3300 then climbing right turn to 8000 direct HVR VOR/DME thence... **Rwy 26**, climb heading 257° to 3300 then climbing right turn to 8000 direct HVR VOR/DME thence...

...continue climb in hold in HVR VOR/DME holding pattern (hold west, right turns, 094° inbound) to cross HVR VOR/DME at or above 8000 before proceeding on course.

NOTE: **Rwy 3**, pole 2682' from DER, 1044' left of centerline, 21' AGL/2680' MSL. **Rwy 8**, obstruction light on windsock 59' from DER, 224' left of centerline, 9' AGL/2588' MSL. Tree 1192' from DER, 752' left of centerline, 25' AGL/2610' MSL. Tank 1.3 NM from DER, 2287' left of centerline, 57' AGL/2797' MSL. **Rwy 26**, light on windsock, 50' from DER, 225' right of centerline, 9' AGL/2589' MSL. Trees beginning 1617' from DER, 650' right of centerline, 25' AGL/2659' MSL.

HELENA, MT

HELENA RGNL (HLN)

AMDT 9 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 2500-3 or std. w/ min. climb of 250' per NM to 8100, or 1600-3 for climb in visual conditions. **Rwy 9**, std. w/ min. climb of 240' per NM to 8100, or 1600-3 for climb in visual conditions. **Rwy 23**, 1600-3 or std. w/ min. climb of 560' per NM to 8100, or 1600-3 for climb in visual conditions. **Rwy 27**, 1600-3 or std. w/ min. climb of 390' per NM to 8100, or 1600-3 for climb in visual conditions. **Rwys 16, 34, NA**.

DEPARTURE PROCEDURE: **Rwys 5, 9**, climbing left turn heading 270°. **Rwys 23, 27**, climbing right turn heading 020°. **All Aircraft**: continue climb northwestbound via HLN R-318 to 8100, then climbing right turn direct HLN VORTAC, cross HLN VORTAC at or above 9000, before proceeding on course, or for climb in visual conditions: cross Helena Rgnl airport northbound at or above 5300 and continue climbing via HLN R-336 to WOKEN INT before proceeding on course.

NOTE: **Rwy 5**, ground beginning 5' from departure end of runway, 495' right of centerline, up to 3826' MSL. Fence beginning 423' from departure end of runway, 331' right of centerline, up to 10' AGL/3832' MSL. **Rwy 23**, pole 2198' from departure end of runway, 462' left of centerline, 76' AGL/3996' MSL, tree 1011' from departure end of runway, 379' left of centerline, 44' AGL/3964' MSL, rod on building 953' from departure end of runway, 321' left of centerline, 323' AGL/943' MSL, tree 1519' from departure end of runway, 142' right of centerline, 53' AGL/3953' MSL. **Rwy 27**, building 1593' from departure end of runway, 731' left of centerline, 58' AGL/6385' MSL. Ground beginning 101' from departure end of runway, 346' left of centerline, up to 3871' MSL. Tree 1567' from departure end of runway, 616' left of centerline, 47' AGL/3906' MSL.

HERMISTON, OR

HERMISTON MUNI

NOTE: **Rwy 4**, tower 379' left of departure end of runway, 50' AGL/698' MSL. **Rwy 22**, light pole 456' left of departure end of runway, 44' AGL/684' MSL.

HOQUIAM, WA

BOWERMAN

TAKE-OFF MINIMUMS: **Rwy 6**, 600-2 or std. with a min. climb of 260' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 6**, climbing right turn heading 110°. **Rwy 24**, climb runway heading. **All aircraft** climb to 600 continue climb on course.

HULETT, WY

HULETT MUNI (W43)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13**, std. w/ min. climb of 450' per NM to 6300, or 500-2¾ w/ min. climb of 295' per NM to 7700, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 13**, climb to 7700 via heading 132° before proceeding on course, or climb in visual conditions: cross Hulett Muni Airport at or above 6300 before proceeding on course. **Rwy 31**, climbing right turn on a heading between 090° clockwise to 115° from departure end of runway to 7700 before proceeding on course.

NOTE: **Rwy 13**, road 398' from departure end of runway, 37' left of centerline, 15' AGL/4296' MSL, truck on road 1126' from departure end of runway, 346' right of centerline, 15' AGL/4334' MSL, trees beginning 4945' from departure end of runway, across centerline, up to 100' AGL/4657' MSL. **Rwy 31**, terrain 104' from departure end of runway, 420' left of centerline, 4200' MSL, terrain 344' from departure end of runway, 233' left of centerline, 4207' MSL.

IDAHO FALLS, ID

IDAHO FALLS RGNL (IDA)

AMDT 4 09351 (FAA)

DEPARTURE PROCEDURE: **All aircraft** departing IDA R-160 CW R-040 climb on course. **All others** climb direct IDA VOR/DME. Continue climb in IDA holding pattern (South, left turns, 019° inbound) to cross IDA VOR/DME at or above 7500 before proceeding on course.

NOTE: **Rwy 2**, pole 1039' from DER, 758' left of centerline, 42' AGL/4762' MSL. **Rwy 17**, trees, flagpole, building, light and vent on buildings, and vehicle on road beginning 29' from DER, 10' right of centerline, up to 84' AGL/4820' MSL. Trees and vent on building beginning 569' from DER, 22' left of centerline, up to 35' AGL/4760' MSL. Trees, antenna, and light poles beginning 1853' from DER, 26' right of centerline, up to 121' AGL/4851' MSL. **Rwy 35**, trees and railroad beginning 410' from DER, 503' right of centerline, up to 49' AGL/4769' MSL. Tree 1034' from DER, 715' left of centerline, 42' AGL/4762' MSL.

JACKSON, WY

JACKSON HOLE

DEPARTURE PROCEDURE: **Rwy 1**, use GEYSER DEPARTURE. **Rwy 19**, use TETON DEPARTURE.

JEROME, ID

JEROME COUNTY (JER)

AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 500-1¾ or std. w/ min. climb of 435' per NM to 4700.

DEPARTURE PROCEDURE: **Rwy 9**, climb heading 086° to 5300 before proceeding on course. **Rwy 27**, climb heading 266° to 4800 before proceeding on course.

NOTE: **Rwy 9**, bush 140' from DER, 500' left of centerline, 16' AGL/4076' MSL. Poles starting 1432' from DER, 32' left of centerline, up to 47' AGL/4169' MSL. Sign 1473' from DER, 547' left of centerline, 49' AGL/4119' MSL. Obstruction light on building 1510' from DER, 6' left of centerline, 43' AGL/4103' MSL. Trees starting 1651' from DER, 100' left of centerline, up to 53' AGL/4137' MSL. Building 2186' from DER, 173' left of centerline, 29' AGL/4119' MSL. Rising terrain starting 2549' from DER, 560' left of centerline, up to 4219' MSL. AG equip 4752' from DER, 517' left of centerline, 26' AGL/4175' MSL. Poles starting 600' from DER, 254' right of centerline, up to 48' AGL/4173' MSL. **Rwy 27**, fence starting 18' from DER, 440' left of centerline, up to 9' AGL/3969' MSL.

JOHN DAY, OR

GRANT COUNTY RGNL/OGILVIE FIELD

(GCD)

AMDT 1 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 17, 35**, NA, Terrain.

DEPARTURE PROCEDURE: **Rwy 27**, climbing left turn to 12000 heading 270° and IMB R-100 to IMB VORTAC, climb in IMB VORTAC holding pattern (E, right turns, 280° inbound) to cross IMB VORTAC at or above MEA for route of flight.

NOTE: **Rwy 27**, fence beginning 195' from departure end of runway, 50' right of centerline, up to 16' AGL/3665' MSL. Trees beginning 229' from departure end of runway, 261' right of centerline, up to 26' AGL/3662' MSL. Bush 389' from departure end of runway, 438' right of centerline, 20' AGL/3659' MSL.

KALISPELL, MT

GLACIER PARK INTL

DEPARTURE PROCEDURE: Use SKOTT

DEPARTURE.

KELSO, WA

SOUTHWEST WASHINGTON RGNL

TAKE-OFF MINIMUMS: **Rwy 12**, NA. **Rwy 30**, 1200-2 or std. with a min. climb of 320' per NM to 1300.

DEPARTURE PROCEDURE: Departure procedure limited to CAT A,B aircraft. **Rwy 30**, climb straight ahead to 1500 then climbing right turn direct LSO NDB. Continue climb in holding pattern (N, right turns, 171° inbound) to cross LSO NDB at or above 3000 direct BTG VORTAC or MEA for route of flight.

KEMMERER, WY

KEMMERER MUNI (EMM)

AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4,10,22,28**, NA- Rwy surfaces.

DEPARTURE PROCEDURE: **Rwy 16**, climb to 12000 via heading 166° and FBR VOR/DME R-330 to FBR VOR/ DME before proceeding on course. **Rwy 34**, climb via heading 346° to 8200 then climbing right turn to 12000 via heading 125° and FBR VOR/DME R-345 to FBR VOR/ DME before proceeding on course.

KLAMATH FALLS, OR

KLAMATH FALLS

TAKE-OFF MINIMUMS: **Rwy 7**, NA. **Rwy 14**, 1100-3 or std. with a min. climb of 275' per NM to 5500. **Rwy 25**, 3300-3 or std. with a min. climb of 250' per NM to 7400.

Rwy 32, 2000-3 or std. with a min. climb of 320' per NM to 6300.

DEPARTURE PROCEDURE: **Rwys 14,25**, climb via runway heading to 6000 then climbing right turn direct LMT VORTAC, thence... **Rwy 32**, climb via runway heading to 5500 then climbing left turn direct LMT VORTAC, thence... climb in LMT holding pattern (W, right turns, 070° inbound) to cross LMT VORTAC at or above 8000.

LA GRANDE, OR

LA GRANDE/UNION COUNTY

TAKE-OFF MINIMUMS: **Rwy 12**, Cat A/B 2900-3 or std. with a min. climb of 350' per NM to 6100. Cat C/D 4500-3 or std. with a min. climb of 500' per NM to 7800.

Rwy 30, Cat A/B 2900-3 or std. with a min. climb of 350' per NM to 6100. Cat C/D 3600-3 or std. with a min. climb of 450' per NM to 6800. **Rwy 34**, 2900-3 or std. with a min. climb of 350' per NM to 6100. **Rwy 16**, 2000-3 or std. with a min. climb of 500' per NM to 5000.

DEPARTURE PROCEDURE: **Rwy 12,16**, climbing left turn direct LGD NDB, thence; **Rwys 30,34**, climbing right turn heading 010°, thence; **all aircraft** climb to 7000 via the 339° bearing from LGD NDB, then climbing right turn direct LGD NDB.

LAKEVIEW, OR

LAKE COUNTY

TAKE-OFF MINIMUMS: **Rwy 16**, 3700-5 or std. with a min. climb of 320' per NM to 8800. **Rwy 34**, 2500-5 or std. with a min. climb of 320' per NM to 8500.

DEPARTURE PROCEDURE: **Rwy 16**, climbing right turn via LKVR-163 to LKV VORTAC. **Rwy 34**, climbing left turn heading 320° to intercept LKVR-148 then via LKVR-148 to LKV VORTAC. **All aircraft** continue climbing in the LKV VORTAC holding pattern (NW, right turns, 148° inbound) to MEA for route of flight.

LARAMIE, WY

LARAMIE RGNL

DEPARTURE PROCEDURE: **Rwy 3**, turn left. **Rwys 12,21**, turn right. **All aircraft** climb direct LAR VORTAC, continue climb in holding pattern (W, left turns, 107° inbound) to cross LAR VORTAC at or above: westbound V4, 10600. All others cross LAR VORTAC at or above MEA for direction of flight.

LAUREL, MT

LAUREL MUNI

TAKE-OFF MINIMUMS: **Rwys 9, 14, 27, 32**, NA.
DEPARTURE PROCEDURE: **Rwy 22**, turn left.
All aircraft climb direct BIL VORTAC.

LEWISTON, ID

LEWISTON-NEZ PERCE COUNTY

DEPARTURE PROCEDURE: **Rwys 8, 11, 26, 29**, turn left direct MQG VOR/DME. Continue climb in holding pattern (W, left turns, 066° inbound) to cross MQG VOR/DME at or above 3600.

LEWISTOWN, MT

LEWISTOWN MUNI

TAKE-OFF MINIMUMS: **Rwy 2**, 1800-2 or std. with a min. climb of 280' per NM to 6900. **Rwy 7, 12, 900-2** or std. with a min. climb of 220' per NM to 6200.
DEPARTURE PROCEDURE: **Rwys 2, 30** turn left. **Rwys 7, 12, 20**, turn right. **Rwy 25**, climb runway heading. **All aircraft** climb direct LWT VORTAC.
Continue climb in holding pattern (W, right turns, 094° inbound) to MEA for route of flight.

LEXINGTON, OR

LEXINGTON

TAKE-OFF MINIMUMS: **Rwy 26**, std. with min. climb of 280' per NM to 7600, or 1600-2 ½ for climb in visual conditions. **Rwy 8**, std. with min. climb of 490' per NM to 4200, or 1600-2 ½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwys 8, 26**, for climb in visual conditions: cross Lexington Airport at or above 3600.
NOTES: **Rwy 8**, trees 1.42 NM from departure end of runway, 2386' left of centerline, 100' AGL/2159' MSL. Trees 1.48 NM from departure end of runway, 2755' left of centerline, 100' AGL/2179' MSL.

LIBBY, MT

LIBBY

TAKE-OFF MINIMUMS: **Rwy 33**, not authorized.
Rwy 15, use EYSE RNAV DEPARTURE.

LIVINGSTON, MT

MISSION FIELD (LVM)

AMDT 3 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 13, 26, 31**, NA-
Environmental.
DEPARTURE PROCEDURE: **Rwys 4, 22**, use LIVINGSTON DEPARTURE.

MADRAS, OR

MADRAS MUNI (S33)

ORIG-A 09043 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, std. w/ a min. climb of 298' per NM to 3900 or 1100-2 ½ for climb in visual conditions. **Rwy 22**, std. w/ a min. climb of 281' per NM to 3900 or 1100-2 ½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 4, 34**, climbing left turn heading 210° and DSD R-348 to DSD VORTAC to 7000 before proceeding on course. **Rwy 16**, climbing right turn heading 210° and DSD R-348 to DSD VORTAC to 7000 before proceeding on course, or...
Rwy 22, climb heading 216° and DSD R-348 to DSD VORTAC to 7000 before proceeding on course, or...
... for climb in visual conditions: cross Madras Muni at or above 3400 MSL, then direct DSD VORTAC to 7000 before proceeding on course.

MC CALL, ID

MC CALL MUNI (MYL)

AMDT 2 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34**, NA-Obstacles.
DEPARTURE PROCEDURE: **Rwy 16**, use MCCALL DEPARTURE.

MC CHORD AFB (KTCM)

TACOMA, WA 09127

DEPARTURE PROCEDURE: **Rwy 16**, Track heading 160°, turn left to intercept SEA VORTAC R-168 (V495) to SEA 168/37.1 DME (ALDER). Cross ALDER at or above 4000. After ALDER, maintain MEA/MOCA for route of flight. **Rwy 34**, Track heading 340°, then turn right to intercept SEA VORTAC R-168 (V495) to SEA R-168/37.1 DME (ALDER). Cross ALDER at or above 4000. Maintain MEA/MOCA for route of flight.

TAKEOFF OBSTACLES: **Rwy 16**, Grove of trees 143' AGL/454' MSL, 4892' from DER, 1353' left of centerline. Grove of trees 102' AGL/419' MSL, 2395' from DER, 1028' right of centerline. Trees 136' AGL/447' MSL, 2867' from DER, 1261' left of centerline. Trees 120' AGL/430' MSL, 2594' from DER, 1113' left of centerline. Trees 85' AGL/394' MSL, 2310' from DER, 957' left of centerline. Trees 83' AGL/392' MSL, 2006' from DER, 959' left of centerline. Trees 87' AGL/389' MSL, 1758' from DER, 971' left of centerline. **Rwy 34**, Tree 106' AGL/348' MSL, 2307' from DER, 1038' left of centerline. Tree 121' AGL/370' MSL, 3190' from DER, 526' right of centerline. Aircraft 65' AGL/317' MSL, 186' from DER, 407' left of centerline. Tree 64' AGL/343' MSL, 2260' from DER, 1036' left of centerline. Building 40' AGL/321' MSL, 1668' from DER, 810' left of centerline.

**MC MINNVILLE, OR**

MC MINNVILLE MUNI (MMV)

AMDT 4 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 400-1¼ or std. w/ min. climb of 238' per NM to 400, or alternatively, with standard take-off minimums and normal 200'/NM climb gradient, take-off must occur no later than 2000' prior to departure end of runway. **Rwy 17**, std. w/ min. climb of 300' per NM to 1200 or 1800-2½ for climb in visual conditions. **Rwy 22**, std. w/ min. climb of 303' per NM to 1400 or 1800-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 038° to intercept UBG R-170 to UBG VOR/DME, thence ...

Rwy 17,22, climbing left turn to intercept UBG R-183 to UBG VOR/DME, thence ... or for climb in visual conditions: cross Mc Minnville Muni at or above 1800 before proceeding on course. **Rwy 35**, climb heading 347° to intercept UBG R-221 to UBG VOR/DME, thence...

... continue climb in UBG VOR/DME holding pattern (S, left turns, 003° inbound) until reaching MEA for route of flight.

NOTE: **Rwy 4**, multiple trees beginning 2040' from departure end of runway, 353' left and 209' right of centerline, up to 100' AGL/339 feet MSL. **Rwy 17**, tree 1719' from departure end of runway, 456' right of centerline, 100' AGL/231' MSL. Tree 1760' from departure end of runway, 627' left of centerline, 100' AGL/257' MSL. **Rwy 22**, multiple trees beginning 282' from departure end of runway, 120' left and 144' right of centerline, up to 100' AGL/246' MSL. Tree 4047' from departure end of runway, 1319' left of centerline, 100' AGL/284' MSL. **Rwy 35**, multiple trees beginning 1551' from departure end of runway, 229' right of centerline, up to 100' AGL/277' MSL.

MEDFORD, OR

ROGUE VALLEY INTL-MEDFORD (MFR)

AMDT 9 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9,27**, NA-Obstacles.

Rwy 14, std. w/ min. climb of 430' per NM to 4600, or 2900-3 for climb in visual conditions. **Rwy 32**, std. with a min. climb of 260' per NM to 6800, or 2900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14**, climbing right turn direct OED VORTAC, or for climb in visual conditions, cross Rogue Valley Intl airport at or above 4100 before proceeding direct OED VORTAC...

Rwy 32, climbing right turn direct OED VORTAC, or for climb in visual conditions, cross Rogue Valley Intl airport at or above 4100 before proceeding direct OED VORTAC...

...all aircraft climb in OED VORTAC holding pattern (hold NW, right turns, 153° inbound) to cross OED VORTAC at or above 6400.

MISSOULA, MT

MISSOULA INTL (MSO)

AMDT 8 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7,25**, NA-Obstacles.

DEPARTURE PROCEDURE: **Rwys 11, 29**, use GRZLY DEPARTURE.

MOSES LAKE, WA

GRANT COUNTY INTL

NOTE: **Rwy 14R**, antenna 3902' from departure end of runway, 828' right of centerline, 98' AGL/1268' MSL.

Rwy 18, pole 405' from departure end of runway, 334' right of centerline, 30' AGL/1209' MSL. Windscock 496' from departure end of runway, 371' left of centerline, 16' AGL/1195' MSL. **Rwy 32L**, pole 1326' from departure end of runway, 373' left of centerline, 22' AGL/1202' MSL.

MOUNTAIN HOME AFB (KMUO)

MOUNTAIN HOME, ID 07270

Rwy 12,30, 6700-3*

* Or standard with minimum climb of 270'/NM to 9100.

TAKE-OFF OBSTACLES: **Rwy 12**, Terrain 0' AGL/ 3028' MSL, 1224' from DER, 744' right of centerline. Terrain 0' AGL/3035' MSL, 824' from DER, 721' right of centerline. Terrain 0' AGL/3035' MSL, 507' from DER, 636' right of centerline. Terrain 0' AGL/ 3022' MSL, 49' from DER, 202' right of centerline. Terrain 0' AGL/3018' MSL, 148' from DER, 328' left of centerline. Terrain 0' AGL/3016' MSL, 300' from DER, 580' left of centerline. Road/Vehicle 15' AGL/ 3044' MSL, 1147' from DER, 794' right of centerline. Power pole 35' AGL/3069' MSL, 2914' from DER, 940' right of centerline. Tower 30' AGL/3032' MSL, 1067' from DER, 902' right of centerline. Tower 28' AGL/3039' MSL, 1172' from DER, 796' right of centerline. Tower 45' AGL/3054' MSL, 2152' from DER, 1478' left of centerline. **Rwy 30**, Terrain 0' AGL/2995' MSL, 40' from DER, 492' left of centerline. Terrain 0' AGL/2999' MSL, 370' from DER, 467' right of centerline. Terrain 0' AGL/ 3006' MSL, 507' from DER, 636' right of centerline. Terrain 0' AGL/3007' MSL, 570' from DER, 653' right of centerline. Road/Vehicle 35' AGL/3019' MSL, 954' from DER, 773' left of centerline.

MOUNTAIN HOME, ID

MOUNTAIN HOME MUNI

TAKE-OFF MINIMUMS: **Rwy 10**, 3500-2 or std. with a min. climb of 305' per NM to 7300. **Rwy 28**, 3500-2 or std. with a min. climb of 290' per NM to 7300.

DEPARTURE PROCEDURE: **Rwy 10**, climbing left turn direct STI NDB. **Rwy 28**, climbing right turn direct STI NDB. All aircraft departing STI NDB bearing 080° CW 340° climb on course. All others continue climb in hold (E, left turns, 271° inbound) to cross STI NDB at or above 7300.

NAMPA, ID

NAMPA MUNI

DEPARTURE PROCEDURE: **Rwy 11**, climbing right turn direct MPA NDB, continue climb in MPA holding pattern (NW, right turns, 145° inbound). Depart MPA NDB at or above 5500 before proceeding on course.

Rwy 29, climb runway heading to 3700 then climbing right turn direct MPA NDB, continue climb in MPA holding pattern (NW, right turns, 145° inbound). Depart MPA NDB at or above 5500 before proceeding on course.

NOTE: **Rwy 11, 70'** AGL tree, 1225' from departure end of runway, 90' right of centerline.



NEWCASTLE, WY

MONDELL FIELD (ECS)

AMDT 3A 09267 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5,17,23,35**, NA. **Rwy 13**, 200-1 or std. with a min. climb of 275' per NM to 4400.
Rwy 31, 300-1 or std. with a min. climb of 300' per NM to 4600.

DEPARTURE PROCEDURE: **Rwy 31**, climbing left turn. **All aircraft** climb to 5500 via ECS R-143, then climbing right turn direct ECS VOR, continue climb on course.

NOTE: **Rwy 13**, fence posts, beginning 299' from DER, 218' left of centerline, up to 10' AGL/ 4190' MSL. Light on antenna 1951' from DER, 879' left of centerline, 84' AGL/4244' MSL. **Rwy 31**, multiple poles, beginning 74' from DER, 237' right of centerline, up to 20' AGL/ 4200' MSL. Bush 5787' from DER, 1441' right of centerline, 13' MSL/4363' MSL. Railroad 735' from DER, 314' right of centerline 30' AGL/4202' MSL. Road 207' from DER, 254' right of centerline, 15' AGL/4187' MSL.

NEWPORT, OR

NEWPORT MUNI

TAKE-OFF MINIMUMS: **Rwy 2**, NA. **Rwy 16**, 500-2 or std. with a min. climb of 310' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 2**, NA. **Rwy 16**, turn right. **Rwy 34**, turn left. Aircraft departing via ONP R-180 CW R-320 depart on course. All others continue climbing via ONP R-200 to 1500 then climbing left turn direct ONP VORTAC. Cross ONP VORTAC at or above 2200.

NORTH BEND, OR

SOUTHWEST OREGON RGNL (OTH)

AMDT 4B 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 800-2 or std. with a min. climb of 340' per NM to 900. **Rwy 13**, 800-2. **Rwys 16,34**, NA-Rwy closed. **Rwy 31**, 300-2 or std. with a min. climb of 240' per NM to 400.

DEPARTURE PROCEDURE: **Rwys 4,31**, turn left. **Rwys 13,22**, turn right. **All aircraft** climb via OTH VORTAC R-250 to 1300 then climbing right turn direct OTH VORTAC.

NOTE: **Rwy 13**, spire 3468' from departure end of runway, 1128' left of centerline, 55' AGL/243' MSL, multiple trees beginning 3068' from departure end of runway, 78' left of centerline, up to 132' AGL/291' MSL.

OAK HARBOR, WA

A J EISENBERG (OKH)

ORIG-A 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1. **Rwy 25**, 300-1. DEPARTURE PROCEDURE: **Rwy 7**, climb via heading 071° to 2000, then climbing right turn direct CVV VOR/DME. Continue climb on course. **Rwy 25**, climb via heading 251° to 2100, then climbing left turn direct CVV VOR/DME. Continue climb on course.

NOTE: **Rwy 7**, multiple trees beginning 1167' from DER, 212' left of centerline, up to 80' AGL/319' MSL. Multiple trees beginning 664' from DER, 208' right of centerline, up to 80' AGL/299' MSL. Fence 612' from DER, right and left of centerline, 10' AGL/229' MSL. Multiple bushes beginning 240' from DER, 64' left of centerline, up to 8' AGL/227' MSL. **Rwy 25**, cars on road 87' from DER, left and right of centerline, up to 15' AGL/174' MSL. Multiple trees beginning 2271' from DER, right and left of centerline, up to 80' AGL/279' MSL.

OLYMPIA, WA

OLYMPIA RGNL (OLM)

AMDT 5A 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 300-2 or std. with a min. climb of 706' per NM to 600, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 8**, climb heading 085° to 1000 then climbing left turn direct OLM VORTAC, thence... **Rwy 17**, climb heading 172° to 1200 then climbing right turn direct OLM VORTAC, thence... or climb in visual conditions to cross OLM VORTAC at or above 2300, thence... **Rwys 26,35**, climbing right turn direct OLM VORTAC, thence...

...continue climb in OLM VORTAC holding pattern (south, right turn, 356° inbound) to cross OLM VORTAC at or above MEA/MCA for route of flight.

NOTE: **Rwy 8**, multiple trees beginning 880' from DER, 214' left of centerline, up to 100' AGL/343' MSL.

Multiple trees beginning 1636' from DER, 131' right of centerline, up to 100' AGL/320' MSL. **Rwy 17**, multiple trees beginning 1008' from DER, 24' left of centerline, up to 100' AGL/490' MSL. Multiple trees beginning 752' from DER, 3' right of centerline, up to 100' AGL/370' MSL. **Rwy 26**, multiple trees and WSK on building beginning 475' from DER, 595' left of centerline, up to 100' AGL/330' MSL. Multiple trees beginning 338' from DER, 339' right of centerline, up to 100' AGL/309' MSL. **Rwy 35**, multiple trees beginning 2176' from DER, 198' left of centerline, up to 100' AGL/313' MSL. Multiple trees and field light on hangar beginning 657' from DER, 621' right of centerline, up to 100' AGL/315' MSL.

OMAK, WA

OMAK

TAKE-OFF MINIMUMS: **Rwy 17**, 2200-2 or std. with a min. climb of 300' per NM to 4200. **Rwy 35**, NA.

DEPARTURE PROCEDURE: **Rwy 17**, use GETNG RNAV DEPARTURE. **Rwy 35**, NA.

ONTARIO, OR

ONTARIO MUNI (ONO)

AMDT 3 08325 (FAA)

DEPARTURE PROCEDURE: **Rwy 32**, climb to 9600 on a heading between 010° CW to 141° from departure end of runway or minimum climb of 280' per NM to 9600 for all other courses.

NOTE: **Rwy 14**, multiple trees, poles, and buildings beginning 90' from departure end of runway, 157' right of centerline up to 120' AGL/2314' MSL. Multiple trees, poles, and buildings beginning 502' from departure end of runway, 506' left of centerline up to 120' AGL/2314' MSL. **Rwy 32**, multiple trees, poles, and buildings beginning 340' from departure end of runway, 405' left of centerline up to 100' AGL/2458' MSL. Multiple trees, poles, and buildings beginning 2' from departure end of runway, 472' right of centerline up to 100' AGL/2431' MSL.

PASCO, WA

TRI-CITIES

DEPARTURE PROCEDURE: **All runways**, climb runway heading to 1000, thence... **Rwy 12**, turn left. All others turn right. **All aircraft** climb direct PSC VOR/DME before proceeding on course.

PENDLETON, OR

EASTERN OREGON RGNL AT PENDLETON (PDT)

AMDT 3 09183 (FAA)

DEPARTURE PROCEDURE: **Rwys 7, 29, 34**, climbing left turn direct PDT VORTAC, thence...

Rwys 11, 16, climbing right turn direct PDT VORTAC, thence...

Rwy 25, climb direct PDT VORTAC, thence...

...continue climb in PDT VORTAC holding pattern (West, left turn, 073° inbound) to cross PDT VORTAC at or above MEA before proceeding on course.

NOTE: **Rwy 16**, multiple trees beginning 232' from DER, 348' right of centerline, up to 100' AGL/1579' MSL.

Rwy 25, multiple antennas and terrain beginning 203' from DER, 259' left of centerline, up to 13' AGL/1512' MSL. **Rwy 29**, terrain 189' from DER, 247' left of centerline, 1493' MSL.

PINEDALE, WY

PINEDALE/RALPH WENZ FIELD (PNA)

AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29**, std. with a min. climb of 310' per NM to 8300, or 4900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 11**, climbing right turn to 10000 via heading 190° and BPI R-040 to BPI VOR/DME before proceeding on course. **Rwy 29**, climbing left turn to 10000 via heading 230° and BPI R-020 to BPI VOR/DME before proceeding on course or for climb in visual conditions: cross Pinedale/Ralph Wenz Field at or above 11800 before proceeding on course.

PLENTYWOOD, MT

SHER-WOOD

NOTE: **Rwy 12**, multiple bushes beginning 47' from departure end of runway, 71' left of centerline, up to 12' AGL/2251' MSL. Multiple bushes beginning 362' from departure end of runway, 514' right of centerline, up to 12' AGL/2251' MSL. **Rwy 30**, multiple bushes and road beginning 68' from departure end of runway, 75' right of centerline, up to 12' AGL/2303' MSL. Multiple bushes beginning 217' from departure end of runway, 60' left of centerline, up to 12' AGL/2296' MSL.

POCATELLO, ID

POCATELLO RGNL (PIH)

AMDT 7 09351 (FAA)

DEPARTURE PROCEDURE: use KNURL ONE DEPARTURE.

POLSON, MT

POLSON

TAKE-OFF MINIMUMS: **Rwy 18**, N/A-extremely precipitous terrain. **Rwy 36**, standard with a min. climb of 270' per NM to 8400'.

DEPARTURE PROCEDURE: **Rwy 36**, Use ANGIL RNAV DEPARTURE.

NOTES: **Rwy 36**, Road 509' from departure end of runway, 2955' MSL. Trees 2.39 NM from departure end of runway, 3383' left of centerline, 100' AGL/3179 MSL. Rapidly rising precipitous terrain left and right of centerline running along southern Flathead River ridges.

PORT ANGELES, WA

PORT ANGELES CGAS

DEPARTURE PROCEDURE: Copter departure, climb from landing area direct to EDIZ HOOK NDB. Continue climb in holding pattern (NE, right turns, 237° inbound) to MEA for direction of flight.

WILLIAM R FAIRCHILD INTL

DEPARTURE PROCEDURE: **Rwys 8, 13, 26, 31**, use WATTR FIVE DEPARTURE.

PORTLAND, OR

PORTLAND INTL (PDX)

AMDT 6 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 500-3 or std. w/ min. climb of 400' per NM to 600. **Rwy 10L/R**, std. w/ min. climb of 270' per NM to 2900. **Rwy 21**, std. w/ min. of 310' per NM to 1800.

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 025° to 700, then climbing left turn direct BTG VORTAC, thence... **Rwys 10L, 10R**, climb heading 099° to 500, then climbing left turn direct BTG VORTAC, thence... **Rwy 21**, climb heading 205.03 to 500, then climbing right turn direct BTG VORTAC, thence... **Rwys 28L, 28R**, climb heading 279° to 500, then climbing right turn direct BTG VORTAC, thence... continue climb in BTG VORTAC holding pattern (hold NW, right turns, 149° inbound) to cross BTG VORTAC at or above MCA/MEA before proceeding on course.

NOTE: **Rwy 3**, signs, tower, trees, and vehicle on road beginning 468' from departure end of runway, 28' left of centerline, up to 100' AGL/449' MSL. Poles, trees, and vehicle on road beginning 609' from departure end of runway, 7' left of centerline, up to 100' AGL/416' MSL. **Rwy 10L**, rising terrain and vehicle on road beginning 7' from departure end of runway, 376' left of centerline, up to 17' AGL/60' MSL. **Rwy 10R**, pole 1996' from departure end of runway, 758' right of centerline, 54' AGL/74' MSL. note: **Rwy 21**, trees beginning 1319' from departure end of runway, 155' right of centerline, up to 100' AGL/318' MSL. Poles and trees beginning 353' from departure end of runway, 36' left of centerline, up to 100' AGL/317' MSL. **Rwy 28L**, trees 1873' from departure end of runway, 836' left of centerline, 50' AGL/88' MSL. **Rwy 28R**, multiple signs, poles, and vehicle on road beginning 876' from departure end of runway, 654' right of centerline, up to 27' AGL/69' MSL.

PORTLAND, OR (CON'T)

PORTLAND-HILLSBORO

TAKE-OFF MINIMUMS: **Rwy 30**, 200-1¼ or std. with a min. climb of 223' per NM to 500. Alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1600' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 12**, climbing right turn direct UBG VOR/DME... **Rwys 2, 20, 30**, climbing left turn direct UBG VOR/DME...

...all aircraft climb in UBG VOR/DME holding pattern (west, right turn, 108° inbound) to cross UBG VOR/DME at or above MEA/MCA for direction of flight before proceeding on course.

NOTE: **Rwy 2**, multiple roads beginning 246' from departure end of runway, 3' right of centerline, up to 15' AGL/220' MSL. **Rwy 12**, multiple trees beginning 1842' from departure end of runway, 222' left of centerline, up to 125' AGL/324' MSL. Multiple trees beginning 3629' from departure end of runway, 46' right of centerline, up to 143' AGL/332' MSL. **Rwy 20**, multiple trees and pole beginning 967' from departure end of runway, 118' left of centerline, up to 93' AGL/292' MSL. Vent of hangar 63' from departure end of runway, 428' left of centerline, 26' AGL/225' MSL. Multiple trees and antenna on building beginning 965' from departure end of runway, 449' right of centerline, up to 74' AGL/273' MSL. **Rwy 30**, multiple trees beginning 1664' from departure end of runway, 623' right of centerline, up to 194' AGL/363' MSL. Pole 702' from departure end of runway, 603' left of centerline, 26' AGL/215' MSL.

PORTLAND-TROUTDALE

TAKE-OFF MINIMUMS: **Rwy 7**, 3600-2 or std. with a min. climb of 380' per NM to 4100. **Rwy 25**, 900-2 or std. with a min. climb of 360' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 7**, turn left.

Rwy 25, turn right. **All aircraft** climb via BTGR-125 direct BTG VORTAC. Continue climb on BTG R-329 within 10 NM to cross BTG VORTAC at or above: BTG R-355 CW R-055 or R-085 CW R-115 5000; all others 2500.

POWELL, WY

POWELL MUNI

TAKE-OFF MINIMUMS: **Rwy 3, 16, 21, 34**, NA.

DEPARTURE PROCEDURE: **Rwy 13**, turn right.

Rwy 31, turn left. **All aircraft** climb direct COD VOR/DME. Aircraft departing COD R-350 CW R-170 climb on course. All others continue climb in COD VOR/DME holding pattern (N, left turns, 189° inbound) to cross COD VOR/DME at or above 8800

PRINEVILLE, OR

PRINEVILLE (S39)

AMDT 1 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, std. w/ min. climb of 350 feet per NM to 6500, or 2400-3 for climb in visual conditions. **Rwy 15**, std. w/ min. climb of 470' per NM to 6200, or 2400-3 for climb in visual conditions. **Rwy 28**, std. w/ min. climb of 450' per NM to 6700, or 2400-3 for climb in visual conditions. **Rwy 33**, std. w/ min. climb of 380' per NM to 6700, or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 10**, climb heading 102° to 6500 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. **Rwy 15**, climb heading 154° to 6200 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course.

Rwy 28, climb heading 282° to 6700 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. **Rwy 33**, climb heading 334° to 6700 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course.

NOTE: **Rwy 10**, trees beginning 2693' from departure end of runway, 545' right of centerline, up to 100' AGL/3339' MSL. **Rwy 15**, trees beginning 1129' from departure end of runway, 697' right of centerline, up to 100' AGL/3319' MSL. **Rwy 28**, trees beginning 1803' from departure end of runway, 74' right of centerline, up to 100' AGL/3319' MSL. **Rwy 33**, trees beginning 2636' from departure end of runway, 379' right of centerline, up to 100' AGL/3319' MSL.

PULLMAN-MOSCOW, WA

PULLMAN-MOSCOW RGNL

TAKE-OFF MINIMUMS: **Rwy 5**, 300-1¼ with a min. climb of 278' per NM to 4400, or 4600-3 for climb in visual conditions. **Rwy 23**, 300-1 or std. with a min. climb of 361' per NM to 4700.

DEPARTURE PROCEDURE: **Rwy 5**, climbing left turn direct PUW VOR/DME, cross PUW VOR/DME at or above 4700, continue climb in PUW VOR/DME holding pattern (SW, left turn, 032° inbound) to cross PUW VOR/DME at or above MEA for direction of flight, or for climb in visual conditions; cross Pullman-Moscow Rgnl at or above 4500. **Rwy 23**, climbing left turn via PUW VOR/DME R-021, cross PUW VOR/DME at or above 4700, continue climb in PUW VOR/DME holding pattern (SW, left turn, 032° inbound) to cross PUW VOR/DME at or above MEA for direction of flight.

NOTE: **Rwy 5**, multiple trees and terrain left and right of centerline, beginning 614' from departure end of runway, 424' right of centerline up to 50' AGL/2677' MSL. Terrain 3503' from departure end of runway, 770' left of centerline, 50' AGL/2608' MSL. **Rwy 23**, multiple trees, terrain, fences, poles, and tanks beginning 669' from departure end of runway, 412' right of centerline, up to 52' AGL/2769' MSL.

PUYALLUP, WA

PIERCE COUNTY-THUN FIELD (PLU)

AMDT 1A 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16, 34**, 300-1.

DEPARTURE PROCEDURE: **Rwy 16**, climbing right turn. **Rwy 34**, climb runway heading. **All aircraft** climb via SEAR-158 to COTNY INT/SEA 18.1 DME. Continue in COTNY holding pattern (Hold S, left turns, 338° inbound) to depart COTNY at or above: 001° CW 090° 3500, 090° 3500, 091° CW 120° 10,400, 121° CW 170° 2700, 171° CW 360° 1500.

NOTE: **Rwy 16**, light pole 511' from DER, 567' right of centerline, 40' AGL/552' MSL. Multiple poles on building beginning 187' from DER, 416' left of centerline, up to 575' MSL. Multiple trees beginning 363' from DER, 656' left of centerline to 540' right of centerline, up to 662' MSL. Vehicles on road beginning 1149' from DER, 512' right of centerline, up to 15' AGL/582' MSL. Terrain beginning 1293' from DER, 529' left of centerline to 352' right of centerline, up to 581' MSL. Pipe 1520' from DER, 303' left of centerline, 574' MSL. **Rwy 34**, multiple trees beginning 58' from DER, 591' left of centerline to 1029' right of centerline, up to 694' MSL. Flagpole 1155' from DER, 464' left of centerline, 578' MSL. Building 564' from DER, 410' left of centerline, 555' MSL.

RAWLINS, WY

RAWLINS MUNI/HARVEY FIELD

TAKE-OFF MINIMUMS: **Rwy 4**, 600-2 or std. with a min. climb of 440' per NM to 7500. **Rwy 22**, 1500-2 or std. with a min climb of 365' per NM to 8700. **Rwys 10, 28**, NA.

DEPARTURE PROCEDURE: **Rwy 4**, turn right.

Rwy 22, turn left. Climb to 10000 via RWL R-200 and CKW R-080 to CKW VOR/DME then via assigned route. Aircraft departing eastbound V4 or V6 climb via RWL R-200 to assigned route then climb on course.

REDMOND, OR

ROBERTS FIELD (RDM)

AMDT 5 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22**, std. w/ min. climb of 269' per NM to 4700. **Rwy 28**, std. w/ min. climb of 276' per NM to 4800.

DEPARTURE PROCEDURE: **Rwy 4**, climbing left turn via heading 265° and DSD R-047 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. **Rwy 10**, climbing right turn via heading 240° and DSD R-090 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. **Rwy 22**, climbing heading 222° and DSD R-090 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. **Rwy 28**, climbing left turn via heading 275° and DSD R-045 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course.

NOTE: **Rwy 28**, numerous trees beginning 1' from DER, 356' right of centerline, 12' AGL/3079' MSL. Tree 364' from DER, 448' left of centerline, 15' AGL/3054' MSL.

RENTON, WA

RENTON MUNI (RNT)

AMDT 7 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, std. with a min. climb of 405' per NM to 800, or 1100-2½ for climb in visual conditions. **Rwy 34**, 500-2½ or std. with a min. climb of 315' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 16**, climb heading 157° to 700, then climbing right turn direct SEA VORTAC, thence..., or for climb in visual conditions: cross Renton Muni Airport westbound at or above 1000 MSL, then proceed on SEA R-029 to SEA VORTAC, thence... **Rwy 34**, Climb heading 337° to 700, then climbing left turn direct SEA VORTAC thenceClimb in SEA VORTAC holding pattern (East, left turns, 290° inbound) to cross SEA VORTAC at or above MEA/MCA for direction of flight.

NOTES: **Rwy 16**, trees, towers, lights and blast shield beginning 185' from DER, 4' left of centerline, up to 100' AGL/574' MSL. Trees, lights and sign beginning 40' from DER, 54' right of centerline, up to 100' AGL/297' MSL. **Rwy 34**, Trees and terrain beginning 1.6 NM from DER, 104' left of centerline, up to 100' AGL/485' MSL. Trees, terrain and wood piling beginning 75' from DER, 7' right of centerline, up to 100' AGL/426' MSL.

REXBURG, ID

REXBURG-MADISON COUNTY

DEPARTURE PROCEDURE: **Rwy 17**, climbing right turn. **Rwy 35**, climbing left turn. **All aircraft** climb via IDA VOR/DME R-015 to RIGBY Int to MEA for route of flight before proceeding on course.

NOTE: **Rwy 17**, 100' AGL trees 125' from departure end of runway, 350' left of centerline. **Rwy 35**, 100' AGL trees 350' from departure end of runway, 450' right of centerline. 100' AGL trees 750' from departure end of runway, 500' left of centerline.

RICHLAND, WA

RICHLAND

TAKE-OFF MINIMUMS: **Rwy 1**, 200-1 or std. w/ min. climb of 310' per NM to 700. **Rwy 19**, std. w/ min. climb of 480' per NM to 2300, or 1800-2½ for climb in visual conditions. **Rwy 26**, 500-2½ or std. w/ min. climb of 309' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 1**, climbing right turn via heading 070° and PSC R-301 to PSC VOR/DME, thence... **Rwy 8**, climbing right turn direct PSC VOR/DME, thence... **Rwy 19**, climbing right turn via heading 040° and PSC R-269 to PSC VOR/DME, or for climb in visual conditions: cross Richland Airport at or above 2000 then proceed on PSC R-269, to PSC VOR/DME thence... **Rwy 26**, climbing right turn via heading 070° and PSC R-287 to PSC VOR/DME, thence...

...climb in PSC VOR/DME holding pattern (hold East, right turn, 291° inbound) to cross PSC VOR/DME at or above MEA for route of flight before proceeding on course.

NOTE: **Rwy 1**, crane and multiple poles 752' from departure end of runway, 477' right of centerline, up to 110' AGL/520' MSL. Trees 43' from departure end of runway, 414' left of centerline, 100' AGL/407' MSL. **Rwy 8**, multiple trees and railroad beginning 400' from departure end of runway, 252' right of centerline, up to 100' AGL/469' MSL. Multiple trees and railroad beginning 204' from departure end of runway, 241' left of centerline, up to 100' AGL/469' MSL. **Rwy 19**, multiple trees 64' from departure end of runway, 169' right of centerline, up to 100' AGL/679' MSL. Multiple trees, terrain, and buildings 22' from departure end of runway, 30' left of centerline, up to 100' AGL/479' MSL. **Rwy 26**, multiple trees, fence, and terrain beginning 458' from departure end of runway, 230' left of centerline, up to 100' AGL/839' MSL. Multiple posts, antenna, and terrain beginning 164' from departure end of runway, 255' right of centerline, up to 18' AGL/417' MSL.

RIVERTON, WY

RIVERTON RGNL

DEPARTURE PROCEDURE: Aircraft departing RIW R-280 CW R-170 climb on course. All others climb to 6600, then continue climb direct RIW VOR/DME to cross RIW VOR/DME at or above 7500 before proceeding on course.

ROCK SPRINGS, WY

ROCK SPRINGS-SWEETWATER COUNTY

DEPARTURE PROCEDURE: Climb direct OCS VORTAC. Aircraft departing OCS R-205 CW R-170 climb on course. All others climb in the OCS holding pattern (E, right turns, 260° inbound) to cross OCS VORTAC at or above 7300.

RONAN, MT

RONAN (7S0)

ORIG 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, std. w/ min. climb of 260' per NM to 9900 or 6100-3 for climb in visual conditions. **Rwy 34**, std. w/ min. climb of 250' per NM to 9900 or 6100-3 in visual conditions.

DEPARTURE PROCEDURE: **Rwy 16**, climb to 8800 on a heading between 177° CW to 336° from DER or for climb in visual conditions, cross Ronan airport at or above 9000 before proceeding on course. **Rwy 34**, climb to 8800 on a heading between 336° CCW to 177° from DER or for climb in visual conditions, cross Ronan airport at or above 9000 before proceeding on course.

NOTE: **Rwy 16**, tree 485' from DER, 386' left of centerline 50' AGL/3149' MSL. **Rwy 34**, building 158' from DER, 370' left of centerline 40' AGL/3130' MSL. Tree 1358' from DER, 556' left of centerline 50' AGL/3149' MSL.

ROSEBURG, OR

ROSEBURG RGNL (RBG)

AMDT 5A 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, std. with a min. climb of 642' per NM to 2000, or 1700-3 for climb in visual conditions. **Rwy 34**, std. with a min. climb of 760' per NM to 2000, or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 16**, climb direct RBG VOR/DME, or climb in visual conditions to cross Roseburg Airport southbound at or above 2200, then direct RBG VOR/DME. Then via RBG R-157 and right turn direct RBG VOR/DME to cross at or above the MCA or MEA for route of flight. **Rwy 34**, climb via heading 342° to 4000, or climb in visual conditions to cross Roseburg Airport northbound at or above 2200 and then via heading 342° to 4000. Then climbing left turn direct RBG VOR/DME, to cross RBG VOR/DME at or above MCA or MEA for route of flight. Aircraft that have not reached the MCA or MEA for route of flight continue climb via RBG R-157 and right turn direct RBG VOR/DME.

NOTE: **Rwy 16**, tower 1.56 NM from departure end of runway, 2231' right of centerline, 50' AGL/1201' MSL, tree 1.47 NM from departure end of runway, 1560' right of centerline, 21' AGL/980' MSL, tree 1.46 NM from departure end of runway, 1298' right of runway centerline, 45' AGL/964' MSL, pole 1.36 NM from departure end of runway, 921' right of centerline, 75' AGL/914' MSL, rod on airway beacon 1.29 NM from departure end of runway, 409' right of centerline, 52' AGL/891' MSL, tree 655' from departure end of runway, 347' right of runway centerline, 93' AGL/593' MSL, obstruction light on pole 691' from departure end of runway, 187' right of runway centerline, 117' AGL/557' MSL. **Rwy 34**, tree 1.10 NM from departure end of runway, 2003' left of runway centerline, 60' AGL/1179' MSL. Tree 5165' from departure end of runway, 1744' left of centerline, 64' AGL/1023' MSL. Obstruction light on pole 4850' from departure end of runway, 56' left of centerline, 15' AGL/894' MSL. Tree 4785' from departure end of runway, 48' left of runway centerline, 23' AGL/862' MSL. Tree 1.41 NM from departure end of runway, 1826' left of runway centerline, 17' AGL/896' MSL. Tree 4079' from departure end of runway, 508' left of runway centerline, 21' AGL/780' MSL. Tree 5067' from departure end of runway, 265' right of centerline, 43' AGL/802' MSL. Tree 4260' from departure end of runway, 345' right of centerline, 42' AGL/761' MSL. Tree 1465' from departure end of runway 329' right of runway centerline, 100' AGL/642' MSL. Tree 913' from departure end of runway, 217' right of runway centerline, 100' AGL/622' MSL. Tree 647' from departure end of runway, 345' right of runway centerline, 100' AGL/615' MSL. Hill 1065' from departure end of runway, 299' right of runway centerline 608' MSL. Trees beginning 60' from departure end of runway, 117' left of runway centerline, up to 16' AGL/554' MSL. Trees beginning 242' from departure end of runway, 209' right of runway centerline, up to 56' AGL/584' MSL. Vehicle on road 265' from departure end of runway, 229' right of runway centerline, 15' AGL/560' MSL. Multiple signs beginning 792' from departure end of runway, 550' left of runway centerline, up to 60' AGL/565' MSL. Bush 94' from departure end of runway, 228' right of runway centerline, 19' AGL/547' MSL. Bush 202' from departure end of runway, 92' left of centerline, 7' AGL/535' MSL. Pole 640' from departure end of runway, 354' left of runway centerline, 29' AGL/557' MSL.

SALEM, OR

MCNARY FIELD

TAKE-OFF MINIMUMS: **Rwy 13**, 600-2 or std. with a min. climb of 240' per NM to 800. **Rwy 16**, 600-2 or std. with a min. climb of 340' per NM to 800.

DEPARTURE PROCEDURE: Comply with SIDs or; **Rwys 31, 34**, turn right. **Rwy 16**, turn left. **Rwy 13**, climb heading 130°. **All aircraft** climb direct TURN O LOM/Int. Continue climb in holding (SE, left turns, 310° inbound) to cross TURN O LOM/INT at or above MEA for route of flight.

SALMON, ID

LEMHI COUNTY

TAKE-OFF MINIMUMS: **Rwy 17**, NA. **Rwy 35**, 4300-5 or std. with a min. climb of 390' per NM to 8000.

DEPARTURE PROCEDURE: **Rwy 17**, NA. **Rwy 35**, climb runway heading to 8000, then climbing left turn to 11,300 direct LKT VOR/DME before proceeding on course.

SANDPOINT, ID

SANDPOINT

TAKE-OFF MINIMUMS: **Rwy 1**, 4200-2 or std. with a min. climb of 520' per NM to 5800. **Rwy 19**, 2200-2 or std. with a min. climb of 480' per NM to 4600.

DEPARTURE PROCEDURE: **Rwy 1**, climbing right turn to COE VOR/DME via heading 200° and COE R-002. **Rwy 19**, climbing left turn to COE VOR/DME via heading 140° and COE R-002.

SARATOGA, WY

SHIVELY FIELD

TAKE-OFF MINIMUMS: **Rwy 23**, 400-1 or std. with a min. climb of 220' per NM to 7400.

DEPARTURE PROCEDURE: **Rwy 5**, turn left heading 280°. **Rwy 23**, turn right heading 340°. **All aircraft** climb to 9000 via 310° bearing from SAA NDB then continue climb on course.

SCAPPOOSE, OR

SCAPPOOSE INDUSTRIAL AIRPARK

DEPARTURE PROCEDURE: **Rwy 15**, climbing left turn direct BTG VORTAC. **Rwy 33**, climbing right turn direct BTG VORTAC. Aircraft departing BTG R-160 CW R-329 climbing left turn on course. All others climb in BTG VORTAC holding pattern (NW, right turns, 149° inbound) to cross BTG VORTAC at or above MEA/MCA for direction of flight.

NOTE: **Rwy 15**, 158' MSL tree 470' from departure end of runway, 499' right of centerline. **Rwy 33**, cross departure end of runway 33 at or above 35' AGL/90' MSL. 130' MSL tree 613' from departure end of runway, 414' right of centerline; 142' MSL trees 1343' from departure end of runway, 348' right of centerline.

SCOBEY, MT

SCOBEY

TAKE-OFF MINIMUMS: **Rwy 12**, std. with a min. climb of 280' per NM to 3400.

SEATTLE, WA

BOEING FIELD/KING COUNTY INTL

TAKE-OFF MINIMUMS: **Rwy 13L**, 500-3 w/ min. climb of 232' per NM to 800, or 1000-2½ for climb in visual conditions. **Rwy 13R**, std. w/ a min. climb of 476' per NM to 900, or 500-3 w/ a min. climb of 386' per NM to 900, or 1000-2½ for climb in visual conditions. **Rwy 31L**, std. w/ a min. climb of 386' per NM to 800, or 300-1½ w/ min. climb of 235' per NM to 800, or 1000-2½ for climb in visual conditions. **Rwy 31R**, std. w/ a min. climb of 334' per NM to 900, or 400-1¾ w/ min. climb of 216' per NM to 900, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 13L/R**, climbing right turn. **Rwys 31L/R**, climbing left turn. All aircraft climb direct to SEA VORTAC, continue climb in SEA VORTAC holding pattern (hold east, left turns, 290° inbound) to cross SEA VORTAC at or above 3000. For climb in visual conditions cross Boeing Field/King County Intl Airport at or above 900, then climb to 3000 via SEAR-344 to SEA VORTAC, continue climb in SEA VORTAC holding pattern (hold east, left turns, 290° inbound) to cross SEA VORTAC at or above 3000.

NOTES: **Rwy 13L**, multiple trees, towers, antennas and building beginning 402' from departure end of runway, 411' left of centerline, up to 127' AGL/479' MSL. **Rwy 13R**, multiple trees and poles beginning 35' from departure end of runway, 154' left of centerline, up to 66' AGL/485' MSL. Multiple trees and poles beginning 501' from departure end of runway, 3' right of centerline, up to 77' AGL/195' MSL. **Rwy 31L**, multiple trees, fence, and building beginning 250' from departure end of runway, 253' left of centerline, up to 71' AGL/101' MSL. Multiple trees and floodlights beginning 1245' from departure end of runway, 447' right of centerline, up to 71' AGL/239' MSL. **Rwy 31R**, multiple trees, hangers, towers, poles and building beginning 12' from departure end of runway, 389' right of centerline, up to 103' AGL/350' MSL. Multiple obstruction lights beginning 214' from departure end of runway, 99' left of centerline, up to 71' AGL/101' MSL.

SEATTLE-TACOMA INTL (SEA)

AMDT 4 08325 (FAA)

DEPARTURE PROCEDURE: **Rwys 16L, 16C, 16R**, climb to 1000 via heading 163°, then climbing right turn direct SEA VORTAC, thence...

Rwys 34L, 34C, 34R, climb to 1000 via heading 343°, then climbing left turn direct SEA VORTAC, thence... climb in SEA VORTAC holding pattern (hold SE, left turns, 310° inbound) to MEA/MCA for route of flight.

NOTE: **Rwy 16L**, trees beginning 2908' from departure end of runway, 1064' right of centerline, up to 100' AGL/476' MSL. **Rwy 16C**, trees beginning 4477' from departure end of runway, 484' right of centerline, up to 100' AGL/507' MSL. **Rwy 16R**, trees, antenna on building and light pole beginning 488' from departure end of runway, 436' left of centerline, up to 100' AGL/507' MSL. Trees beginning 1137' from departure end of runway, 587' right of centerline, up to 100' AGL/468' MSL. **Rwy 34L**, fence 189' from departure end of runway, 401' right of centerline, up to 12' AGL/420' MSL. Trees beginning 4010' from departure end of runway, 857' left of centerline, up to 100' AGL/522' MSL.

SHELBY, MT

SHELBY

TAKE-OFF MINIMUMS: **Rwy 5**, 200-1¼ or std. w/ min. climb of 212' per NM to 3700, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to departure end of runway.

NOTE: **Rwy 5**, fence post 320' from departure end of runway, 162' right of centerline, 12' AGL/3455' MSL, truck on road beginning 515' from departure end of runway, 632' right of centerline, 17' AGL/3498' MSL, tree 1 NM from departure end of runway, 1242' left of centerline, 75' AGL/3604' MSL.

Rwy 11, truck on road 906' from departure end of runway, 691' left of centerline, 17' AGL/3456' MSL, tree 1697' from departure end of runway, 26' right of centerline, 75' AGL/3495' MSL, tree 1561' from departure end of runway, 322' left of centerline, 75' AGL/3514' MSL, light standard 852' from departure end of runway, 174' left of centerline, 22' AGL/3451' MSL.

SHELTON, WA

SANDERSON FIELD

TAKE-OFF MINIMUMS: **Rwy 5**, std. w/ a min. climb of 312' per NM to 4000, or 1500-2½ for a climb in visual conditions. **Rwy 23**, std. w/ a min. climb of 414' per NM to 4000, or 1500-2½ for a climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5**, climbing right turn to intercept SEAR-230 to CARRO intersection. Or for climb in visual conditions: Cross Sanderson Field northeast bound at or above 1600, thence via SEAR-230 to cross CARRO intersection at or above 4000. **Rwy 23**, climbing left turn to intercept SEAR-230 to CARRO intersection. Or for climb in visual conditions: Cross Sanderson Field northeast bound at or above 1600, thence via SEAR-230 to cross CARRO intersection at or above 4000.

NOTE: **Rwy 5**, multiple trees beginning 550' from departure end of runway, 107' left of centerline, up to 94' AGL/366' MSL. Multiple trees beginning 130' from departure end of runway, 70' right of centerline, up to 80' AGL/352' MSL. **Rwy 23**, multiple trees beginning 52' from departure end of runway, 149' left of centerline, up to 72' AGL/330' MSL. Multiple trees beginning 886' from departure end of runway, 153' right of centerline, up to 155' AGL/486' MSL.

SHERIDAN, WY

SHERIDAN COUNTY

TAKE-OFF MINIMUMS: **Rwy 5**, 700-3 or std. w/ min. climb of 318' per NM to 5100, or... **Rwy 14**, 800-3 or std. w/ min. climb of 263' per NM to 5100, or... **Rwy 23**, 900-3 or std. w/ min. climb of 348' per NM to 5100, or...
...1400/3 for climb in visual conditions. Climb in visual conditions NA at night.

DEPARTURE PROCEDURE: **Rwy 5**, climbing left turn via SHR R-106 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence... **Rwy 14**, climbing left turn via heading 320° and SHR R-106 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence... **Rwy 23**, climbing right turn via SHR R-153 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence... **Rwy 32**, climb via heading 320° and SHR R-106 to SHR VORTAC, thence...
...climb in holding pattern (hold northwest, left turn, 133° inbound) to cross SHR VORTAC at or above airway MEA for route of flight.

NOTE: **Rwy 5**, multiple trees beginning 101' from departure end of runway, 188' left of centerline, up to 80' AGL/3991' MSL. **Rwy 23**, fence 1201' from departure end of runway, 10' left of centerline, 20' AGL/4060' MSL. Building 1949' from departure end of runway, 415' left of centerline, 17' AGL/4077' MSL. Tree 3337' from departure end of runway, 391' right of centerline, 43' AGL/4143' MSL. **Rwy 32**, antenna 53' from departure end of runway, 398' right of centerline, 20' AGL/4020' MSL.

SIDNEY, MT

SIDNEY-RICHLAND MUNI

TAKE-OFF MINIMUMS: **Rwy 28**, 400-2 or std. with a min. climb of 260' per NM to 2300.

SNOHOMISH, WA

HARVEY FIELD (S43)

ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwys 15R, 33L**, NA-obstacles. **Rwy 15L**, std. w/ min. climb of 353' per NM to 1100, or 1200-2½ for climb in visual conditions. **Rwy 33R**, std. w/ min. climb of 475' per NM to 800, or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15L**, climbing right turn on 344° course to WATON LOM, or for climb in visual conditions, cross Harvey Field at or above 1100 then proceed on 329° course to WATON LOM, thence... **Rwy 33R**, climb on 329° course to WATON LOM, or for climb in visual conditions, cross Harvey Field at or above 1100 then proceed on 329° course to WATON LOM, thence...

... aircraft departing WATON LOM on bearings 150° CW 340° from WATON LOM climb on course. Aircraft departing WATON LOM on bearings 340° CW 150° from WATON LOM, climb in holding pattern (South, left turns, 339° inbound) to cross WATON LOM at or above 4500 before proceeding on course.

NOTE: **Rwy 15L**, tree 81' from DER, 177' right of centerline, 40' AGL/106' MSL. Trees 685' from DER, left and right of centerline, up to 48' AGL/70' MSL. **Rwy 33R**, powerline 139' from DER, 226' left of centerline, 40' AGL/56' MSL. Tree 298' from DER, 205' right of centerline, 104' AGL/121' MSL. Tower 5708' from DER, 1956' right of centerline, 206' AGL/300' MSL.

SPOKANE, WA

FELTS FIELD

TAKE-OFF MINIMUMS: **Rwys 3L, 3R**, std. w/ min. climb of 400' per NM to 3600, or 1600-3 for climb in visual conditions. **Rwy 21L**, std. w/ min. climb of 360' per NM to 3100, or 1600-3 for climb in visual conditions. **Rwy 21R**, std. w/ min climb of 375' per NM to 3100, or 1600-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 3L, 3R**, climb to 3600, then climbing right turn heading 210° and GEG R-050 to GEG VORTAC, or for climb in visual conditions: cross Felts Field Airport southbound at or above 3400, then via GEG R-050 to GEG VORTAC. Cross GEG VORTAC at or above the MCA or MEA for route of flight, before proceeding on course. **Rwys 21L, 21R**, climb to 2800, then climbing left turn heading 190° and GEG R-050 to GEG VORTAC, or for climb in visual conditions: cross Felts Field Airport southbound at or above 3400, then via GEG R-050 to GEG VORTAC. Cross GEG VORTAC at or above the MCA or MEA for route of flight, before proceeding on course.

NOTE: **Rwy 3L**, multiple trees beginning 5000' from departure end of runway, 530' left of centerline, up to 104' AGL/2513' MSL. Tree 1854' from departure end of runway, 773' right of centerline, 54' AGL/2030' MSL, tree 2365' from departure end of runway, 798' right of centerline, 61' AGL/2037' MSL. **Rwy 3R**, multiple trees beginning 5016' from departure end of runway, 1033' left of centerline, up to 104' AGL/2529' MSL, pole 2.5 NM from departure end of runway, 2059' left of centerline, 62' AGL/2454' MSL, hangar 92' from departure end of runway, 341' right of centerline, 5' AGL/1967' MSL, NDB 925' from departure end of runway, 270' right of centerline, 25' AGL/1987' MSL, multiple trees beginning 1870' from departure end of runway, 271' right of centerline, up to 128' AGL/3560' MSL. **Rwy 21L**, pole 316' from departure end of runway, 302' left of centerline, 33' AGL/1992' MSL, tree 926' from departure end of runway, 362' left of centerline, 50' AGL/2006' MSL, building 1057' from departure end of runway, 158' left of centerline, 19' AGL/1975' MSL, building 1061' from departure end of runway, 110' left of centerline, 19' AGL/1975' MSL. Elevator 4080' from departure end of runway, 598' left of centerline, 134' AGL/2080' MSL. **Rwy 21R**, hangar 204' from departure end of runway, 496' left of centerline, 13' AGL/1969' MSL, pole 659' from departure end of runway, 404' left of centerline, 26' AGL/1979' MSL, building, 946' from departure end of runway, 230' left of centerline, 24' AGL/1973' MSL, pole 1399' from departure end of runway, 2' left of centerline, 33' AGL/1982' MSL, elevator 2655' from departure end of runway, 1097' left of centerline, 134' AGL/2080' MSL, tree 189' from departure end of runway, 511' right of centerline, 46' AGL/1979' MSL, tree 480' from departure end of runway, 404' right of centerline, 43' AGL/1979' MSL, pole 1252' from departure end of runway, 55' right of centerline, 29' AGL/1975' MSL, pole 1427' from departure end of runway, 13' right of centerline, 33' AGL/1982' MSL.

SPOKANE INTL

DEPARTURE PROCEDURE: **All aircraft** climb direct GEG VORTAC. Continue climb via R-208 within 10 miles to cross GEG VORTAC at or above: northeastbound V120-448, 5200; eastbound V2, 5200, southeast thru westbound climb on course.

STEVENSVILLE, MT

STEVENSVILLE

TAKE-OFF MINIMUMS: **Rwy 12**, do not exceed 210 knots until established on MSO R-163. **Rwy 30**, do not exceed 210 knots until established on MSO R-160.

DEPARTURE PROCEDURE: **Rwy 12**, climbing right turn via heading 335 and MSO R-163 to MSO VOR/DME climb in MSO VOR/DME holding pattern (southeast, right turn, 340° inbound) to 13000' before proceeding on course. **Rwy 30**, climbing right turn via heading 025° and MSO R-160 to MSO VOR/DME Climb in MSO VOR/DME holding pattern (southeast, right turn, 340° inbound) to 13000' before proceeding on course.

SUNRIVER, OR

SUNRIVER

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1 or std. with a min. climb of 360' per NM to 4400. **Rwy 36**, 600-2 or std. with a min. climb of 240' per NM to 4900.

DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 7000 then climbing left turn direct DSD VORTAC. **Rwy 36**, climb direct to DSD VORTAC. Then **all aircraft** climb on course.

TACOMA, WA

TACOMA NARROWS

TAKE-OFF MINIMUMS: **Rwy 35**, 400-1 or std. with a min. climb of 210' per NM to 400'.

DEPARTURE PROCEDURE: **Rwy 17**, turn right, climb via heading 230° to intercept OLM R-009 then direct OLM VORTAC. **Rwy 35**, turn left, climb via heading 270° to intercept SEA R-230 then direct CARRO INT. Continue climb in holding (SW, right turns, 047° inbound) to MEA or assigned altitude for route of flight.

THE DALLES, OR

COLUMBIA GORGE RGNL/THE DALLES MUNI

TAKE-OFF MINIMUMS: **Rwy 2**, CAT A,B 1100-2 or std. with a min. climb of 350' per NM to 1500. CAT C,D 2600-3 or std. with a min. climb of 475' per NM to 3100.

Rwy 7, 900-3 or std. with a min. climb of 330' per NM to 1200. **Rwy 12**, 1400-3 or std. with a min. climb of 500' per NM to 2000. **Rwy 20**, 1800-3 or std. with a min. climb of 470' per NM to 2200. **Rwy 25**, NA. **Rwy 30**, 2900-3 or std. with a min. climb of 500' per NM to 2700.

DEPARTURE PROCEDURE: **Rwys 2, 7**, climbing right turn heading 120°. **Rwy 12**, climb via runway heading. **Rwys 20, 30**, climbing left turn heading 120°. **All aircraft** intercept and climb southbound via LTJ R-165 to 3500. Then climbing left turn direct LTJ VORTAC. Continue climb in LTJ holding pattern (E, right turns, 260° inbound) to cross LTJ VORTAC at or above MCA or MEA for route of flight.

TILLAMOOK, OR

TILLAMOOK

TAKE-OFF MINIMUMS: **Rwys 1, 13, 19**, NA. **Rwy 31**, 2000-3 or std. with a min. climb of 350' per NM to 4500.

DEPARTURE PROCEDURE: **Rwys 1, 13, 19**, NA. **Rwy 31**, use FETUJ RNAV DEPARTURE.

TWIN FALLS, ID

JOSLIN FIELD-MAGIC VALLEY RGNL

TAKE-OFF MINIMUMS: **Rwy 12**, NA.

DEPARTURE PROCEDURE: Aircraft departing on TWF R-240 CW R-080 climb on course. All others climb runway heading 6000 then climbing turn direct TWF VORTAC. Climb in holding pattern (NW, right turns, 113° inbound) to MCA or MEA as appropriate for direction of flight.

VANCOUVER, WA

PEARSON FIELD (VUO)

AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, std. w/ min. climb of 358' per NM to 600, or 500-3 w/ min. climb of 201' per NM to 600, or 900-2½ for climb in visual conditions. **Rwy 26**, 600-3 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 8**, climb heading 079° to 500 then climbing left turn direct BTG VORTAC, thence... or for climb in visual conditions: cross Pearson Field at or above 800 MSL then proceed on BTG VORTAC R-179 to BTG VORTAC, thence... **Rwy 26**, climb heading 259° to 700 then climbing right turn direct BTG VORTAC, thence... or for climb in visual conditions: cross Pearson Field at or above 800 MSL then proceed on BTG VORTAC R-179 to BTG VORTAC, thence...

...continue climb in BTG VORTAC holding pattern (hold northwest, right turn, 149° inbound) to cross BTG VORTAC at or above MEA/MCA for route of flight.

NOTE: **Rwy 8**, tree 1.4 NM from departure end of runway, 1283' left of centerline, 100' AGL/395' MSL. Tree 1.7 NM from departure end of runway, 701' left of centerline, 100' AGL/401' MSL. Tree 2 NM from departure end of runway, 849' left of centerline, 100' AGL/406' MSL. Tree 2.4 NM from departure end of runway, 648' left of centerline, 100' AGL/399' MSL. **Rwy 26**, bridge 2704' from departure end of runway, 587' left of centerline, 243' AGL/245' MSL. Crane 1.5 NM from departure end of runway, 2563' right of centerline, 237' AGL/267' MSL. Transmission line tower 2.5 NM from departure end of runway, 2036' right of centerline, 516' AGL/534' MSL.

WALLA WALLA, WA

WALLA WALLA RGNL

DEPARTURE PROCEDURE: **Rwys 2, 7, 20, 25, 34**, turn left. **Rwy 16**, turn right. **All aircraft** climb to 2500 via ALW VOR/DME R-195, then climbing right turn direct ALW VOR/DME to cross ALW VOR/DME at or above MEA or MCA for route of flight.

NOTE: **Rwy 16**, antenna 365' from departure end of runway, 97' right of centerline, 1155' MSL. Terrain 1' from departure end of runway 140' left of centerline, 1145' MSL. **Rwy 20**, light 666' from departure end of runway, 640' left of centerline, 1170' MSL. **Rwy 34**, terrain 213' from departure end of runway, 230' right of centerline, 1130' MSL.

WEISER, ID

WEISER MUNI (S87)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, std. w/ min. climb of 310' per NM to 3900 or 2400-3 for climb in visual conditions. **Rwy 30**, std. w/ min. climb of 360' per NM to 4000 or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12**, climb heading 121° to 3900 before proceeding on course. **Rwy 30**, climb heading 301° to 4000 before proceeding on course ... for climb in visual conditions: cross Weiser Muni airport at or above 4400 before proceeding on course.

NOTE: **Rwy 12**, tree 248' from departure end of runway, 443' right of centerline, 100' AGL/2184' MSL. **Rwy 30**, tree 1907' from departure end of runway, 769' right of centerline, 100' AGL/2174' MSL.

WENATCHEE, WA

PANGBORN MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 7**, NA. **Rwy 12**, 1500-2 or std. with a min. climb of 510' per NM to 2900. **Rwys 25, 30**, CAT A, B 1600-2 or std. with a min. climb of 360' per NM to 3100. CAT C, D 5500-3 or std. with a min. climb of 570' per NM to 7200.

DEPARTURE PROCEDURE: **Rwy 12**, climb runway heading. **Rwys 25, 30**, climbing left turn. **All aircraft** climb via EAT R-113 to 4000 then climbing left turn direct EAT VOR/DME. Aircraft departing EAT R-010 CW R-140 climb on course. All others continue climb in EAT VOR/DME holding pattern (E, right turns, 253° inbound) to cross EAT VOR/DME at or above: R-141 CW R-200 7400; R-201 CW R-009, 8200.

WEST YELLOWSTONE, MT

YELLOWSTONE

TAKE-OFF MINIMUMS: **Rwy 19**, 2200-2 or std. with a min. climb of 245' per NM to 8900. FAR 135 AUTH: **Rwy 1**, ½ mile.

DEPARTURE PROCEDURE: **Rwy 1**, turn right. **All aircraft** climb direct TARGY LOM. Aircraft departing TARGY LOM on bearing 190° CW 220° climb on course. All others climb south on bearing 190° within 10 NM of TARGY LOM turn left and continue climbing direct TARGY LOM to cross TARGY LOM at or above: bearing 360° CW 190° 9300, bearing 220° CW 360° 10500

WHEATLAND, WY

PHIFER AIRFIELD

DEPARTURE PROCEDURE: **Rwy 8**, climbing left turn to 9000 via heading 030° to intercept IIP VOR/DME R-140 to JEEZY Int, thence... **Rwy 26**, climbing right turn to 9000 via heading 360° and GYZ NDB course 051° to JEEZY INT, thence...

...continue climb-in-hold (hold northwest, right turn, 140° inbound) to 9000 before proceeding on course.

NOTE: **Rwy 8**, multiple trees 512' from departure end of runway, 584' left of centerline, 100' AGL/4859' MSL. **Rwy 26**, multiple trees, buildings, poles/lights, siren, roads w/ vehicles beginning 2' from departure end of runway, on centerline, to 488' left of centerline, 100' AGL/4899' MSL. Multiple trees, buildings, poles/lights, roads w/ vehicles beginning 2' from departure end of runway, on centerline to 499' right of centerline, 100' AGL/4859' MSL.

WHIDBEY ISLAND NAS (AULT FIELD) (NUW)

OAK HARBOR, WA. 07186

Diverse departures not authorized.

MILITARY DEPARTURE PROCEDURE: **Rwy 7:**

Minimum climb of 430'/NM until 600. Climbing left turn to 2000, intercept NUW R-067, expect radar vectors to join assigned route. **Rwy 14:** Climbing left turn to 2000, intercept NUW R-128, expect radar vectors to join assigned route. **Rwy 25:** Climb to 2000 via heading 249°, expect radar vectors to join assigned route. **Rwy 32:** Climb to 2000 via heading 317°, expect radar vectors to join assigned route. **ALL RWYS:** If vectors are not received by 10 DME of NUW TACAN, climb to 3000, intercept the NUW 11 DME ARC to join assigned route. CIVIL DEPARTURE PROCEDURE: **Rwy 7:**

Minimum climb of 270'/NM until 700. Climbing left turn to 2000 via heading 067°, expect radar vectors to join assigned route. **Rwy 14:** Climbing left turn to 2000, via heading 128°, expect radar vectors to join assigned route. **Rwy 25:** Use published DP or climb to 2000 via heading 249°, expect radar vectors to join assigned route. **Rwy 32:** Climb to 2000 via heading 317°, expect radar vectors to join assigned route. **ALL**

RWYS: If vectors are not received by 10 DME of NUW TACAN, climb to 3000, proceed direct CVV VOR/DME to join assigned route. TAKEOFF OBSTACLES: **Rwy 7:** Terrain, 7813' from DER, 2469' left of centerline, 276' MSL. Trees, 4274' from DER, 5472' left of centerline, 472' MSL. Trees, 5239' from DER, 6257' left of centerline, 495' MSL. Trees, 8561' from DER, 3685' left of centerline, 426' MSL. Trees, 12,561' from DER, 4814' right of centerline, 462' MSL. Terrain, 11,843' from DER, 7129' left of centerline, 502' MSL. Trees, 15,361' from DER, 4015' right of centerline, 521' MSL.

WORLAND, WY

WORLAND MUNI

TAKE-OFF MINIMUMS: **Rwys 4, 10, 22, 28,** NA.

Rwy 16, 300-2 or std. with a min. climb of 230' per NM to 4600.

DEPARTURE PROCEDURE: **All aircraft** climb to 5000, then direct RLY VOR/DME. Aircraft departing RLY R-061 CW R-349 climb on course. All others continue climb in RLY VOR/DME holding pattern (N, right turns, 159° inbound) to cross RLY VOR/DME at or above 7000.

YAKIMA, WA

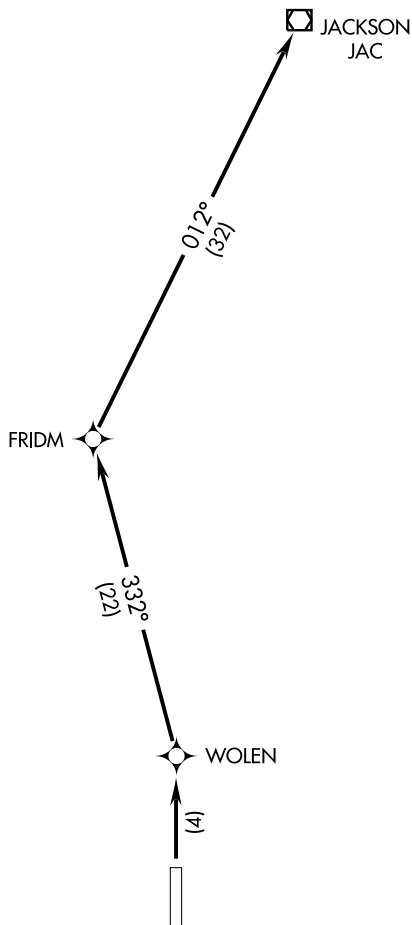
YAKIMA AIR TERMINAL/MCALLISTER FIELD

TAKE-OFF MINIMUMS: **Rwy 4,** NA. **Rwy 9,** 800-4 or std. with a min. climb of 300' per NM to 5000. **Rwys 22, 27,** 2500-3 or std. with a min. climb of 300' per NM to 5200.

DEPARTURE PROCEDURE: **Rwy 4,** NA. **Rwys 9, 22, 27,** Use ZILLA DEPARTURE PROCEDURE.

AFTON TWO DEPARTURE (RNAV) (OBSTACLE)

SALT LAKE CENTER
128.35 381.6
CASPER RADIO
122.3
CTAF 122.8



NOTE: Chart not to scale.

NOTE: 1. GPS Required.
2. RNAV 1

TAKE-OFF MINIMUMS

Rwy 34: Standard with minimum climb of 330 feet per NM to 10700.

Rwy 16: NA- Obstacles.

TAKE-OFF OBSTACLE NOTES

Rwy 34: Tree 1054 feet from DER, 605 feet right of centerline, 40' AGL/6241' MSL.

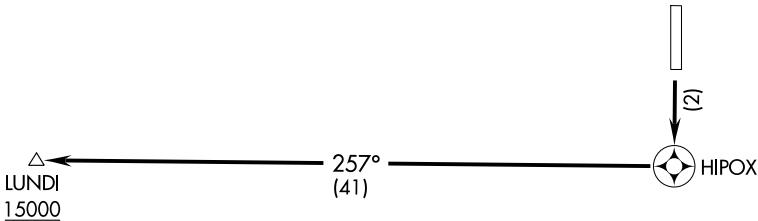
Tree 1703 feet from DER, 235 feet right of centerline, 40' AGL/6259' MSL.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 34: Climb to 13000 direct WOLEN, and via 332° track to FRIDM, then via 012° track to JAC VOR/DME.

SALT LAKE CENTER
128.35 381.6
CASPER RADIO
122.3
CTAF 122.8



TAKE-OFF MINIMUMS

Rwy 16: Standard with minimum climb of 515 feet per NM to 10400.
Rwy 34: NA- obstacles.

TAKE-OFF OBSTACLE NOTES

Rwy 16: Tree 1807 feet from DER, 298 feet right of centerline, 40' AGL/6277' MSL.

- NOTE: 1. GPS Required.
2. RNAV 1

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16: Climb to 15000 direct HIPOX and right turn via 257° track to LUNDI.

▼

NA

DME/DME RNP-0.3 NA.
Circling NA east of Rwy 16-34
Visibility reduction by helicopters NA.
If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climbing left turn to 11500 direct IVAYU and hold.

AWOS-3 119.025	SALT LAKE CENTER 128.35 381.6	CASPER RADIO 122.3	UNICOM 122.8 (CTAF) ①
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Procedure NA for arrivals at MLD VOR/DME via V465 southwest bound and via V142 west bound.

7 NM Holding Pattern				11500	IVAYU
CAALL				ALLRD	
11500 ← 166°				POKEE 8 NM to RWY 34	PITSZ 6 NM to RWY 34
346° →				10100	4.3 NM to RWY 34
VGSI and descent angles not coincident				9300	3.76° TCH 45
				8660	
				9.6 NM	2 NM
				2 NM	1.7 NM
					4.3 NM
CATEGORY	A	B	C	D	
LNAV MDA	7620-1¼ 1399 (1400-1¼)	7620-1½ 1399 (1400-1½)	7620-3 1399 (1400-3)	NA	
CIRCLING	7620-1¼ 1399 (1400-1¼)	7620-1½ 1399 (1400-1½)	7620-3 1399 (1400-3)	NA	

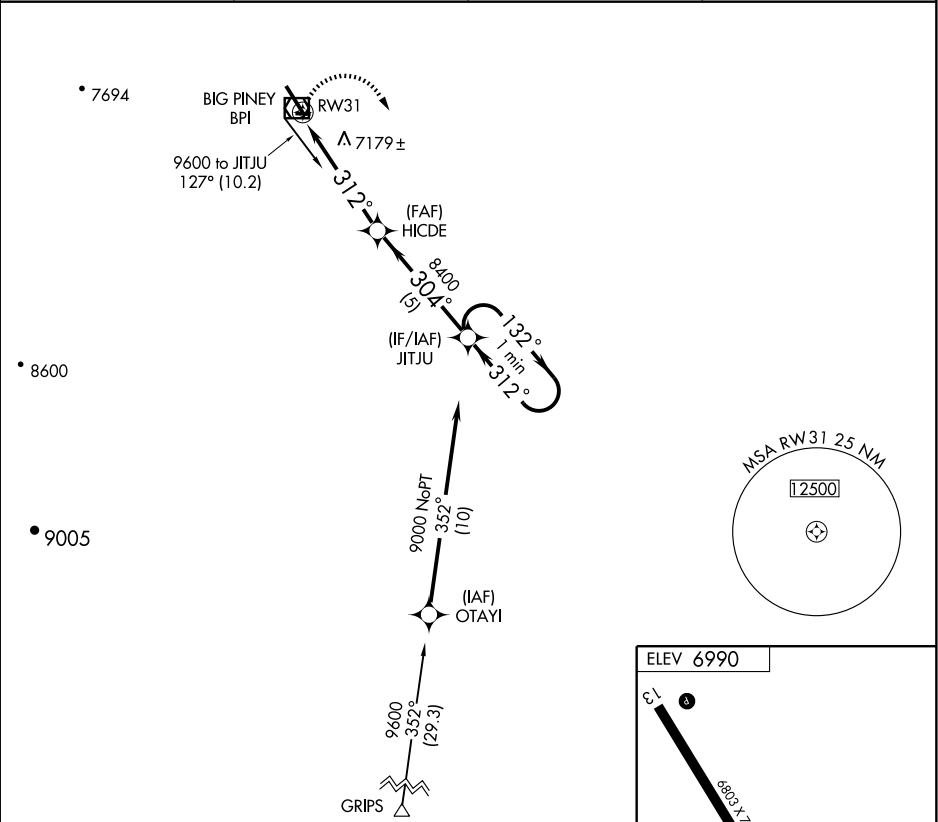
NW-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy Idg	6803
312°	TDZE	6965
	Apt Elev	6990

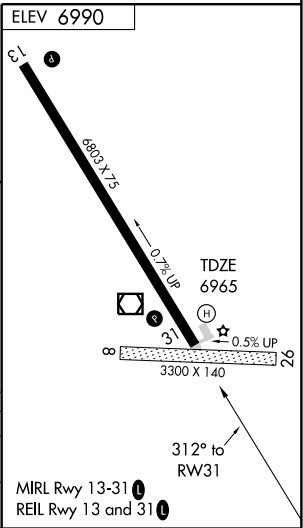
NA

MISSED APPROACH: Climbing right turn to 9000 direct JITJU and hold.

ASOS 135.225	CASPER RADIO 122.3	UNICOM 122.8 (CTAF)	122.7
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9000	JITJU	VGSI and descent angles not coincident.	JITJU	One Minute Holding Pattern
CATEGORY	A	B	C	D
S-31	7440-1	475 (500-1)	7440-1¼ 475 (500-1¼)	7440-1½ 475 (500-1½)
CIRCLING	7460-1 470 (500-1)	7560-1 570 (600-1)	7560-1½ 570 (600-1½)	7560-2 570 (600-2)



VOR/DME BPI <u>116.5</u> Chan 112	APP CRS 298°	Rwy Idg 6803 TDZE 6965 Apt Elev 6990
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VOR RWY 31

BIG PINEY/ MILEY MEMORIAL FIELD (BPI)



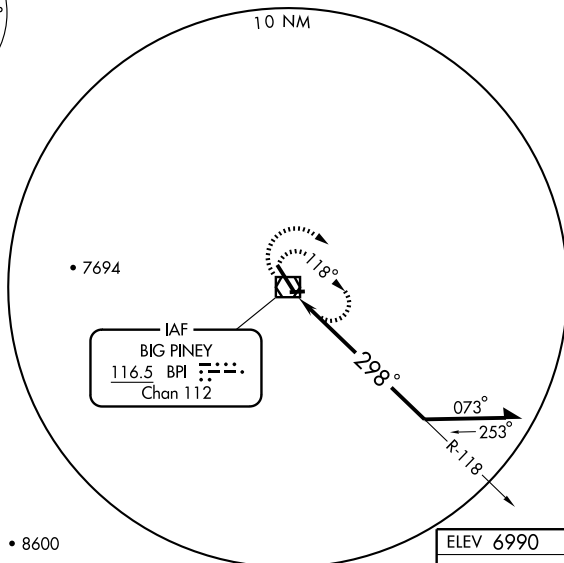
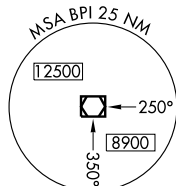
MISSED APPROACH: Climbing right turn to 10000 on BPI R-118, then return to BPI VOR/DME and hold.

ASOS
135.225

CASPER RADIO
122.3

UNICOM
122.8 (CTAF)

122.7 0



10000 BPI R-118	BPI  116.5
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VOR/DME

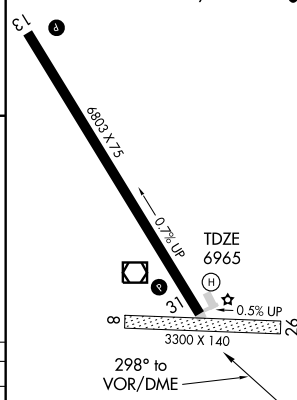
118°

298°

8500

Remain within 10 NM

ELEV 6990	MIRL Rwy 13-31 L
	REIL Rwy 13 and 31 L



CATEGORY	A	B	C	D
S-31	7680-1	715 (700-1)	7680-2 715 (700-2)	7680-2¼ 715 (700-2¼)
CIRCLING	7680-1	690 (700-1)	7680-2 690 (700-2)	7680-2¼ 690 (700-2¼)

Knots	60	90	120	150	180
Min:Sec					

▼

▲

Visibility reduction by helicopters NA.
If local altimeter setting not received, use Sheridan altimeter setting and increase all MDAs 600 feet.
DME/DME RNP- 0.3 NA. Procedure NA at night.

MISSED APPROACH: Climbing right turn to 7400 direct ONECI and hold.

ASOS 135.425	CASPER RADIO 122.025	UNICOM 122.8 (CTAF)
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Procedure NA for arrivals at CZI VOR/DME via V247 southbound.

 7400 ONECI	7 NM Holding Pattern							
NICIG 6500								
RW31 3.04° TCH 32								
4.9 NM 7.3 NM								
CATEGORY	A	B	C	D				
LNAV MDA	5340-1	403 (400-1)	5340-1¼	403 (400-1¼)				
CIRCLING	5440-1 472 (500-1)	5520-1 552 (600-1)	5540-1½ 572 (600-1½)	5660-2¼ 692 (700-2¼)				

REIL Rwy 31

MIRL Rwy 13-31

NW-1. 14 JAN 2010 to 11 FEB 2010

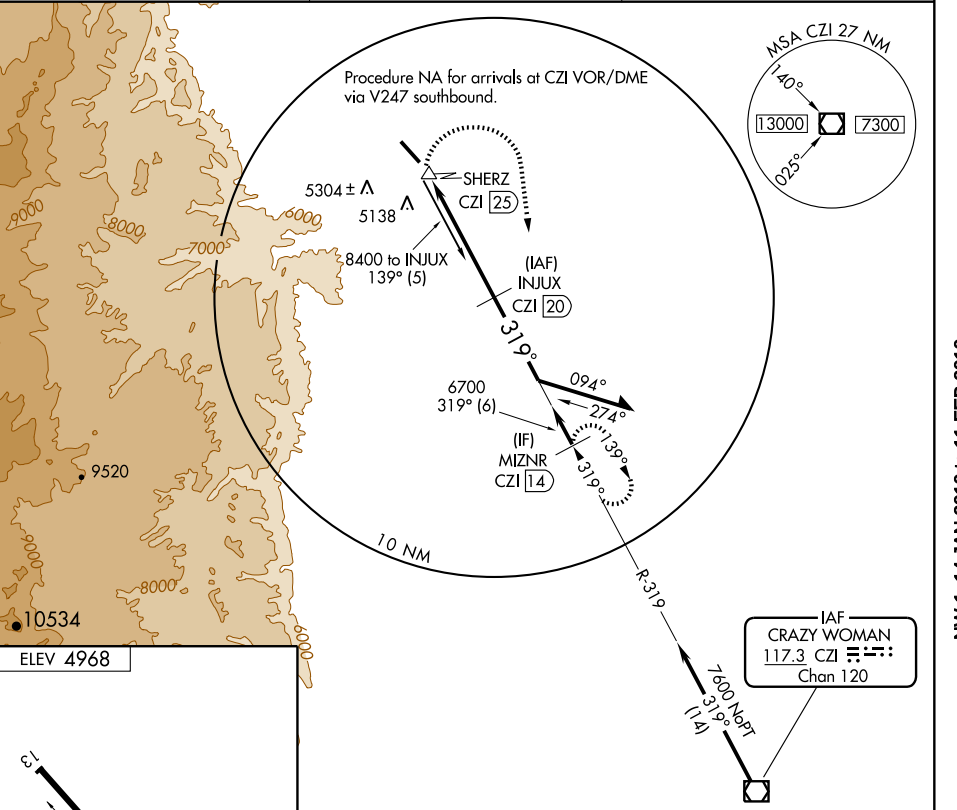
Visibility reduction by helicopters NA.

If local altimeter setting not received, use Sheridan altimeter setting and increase all MDAs 600 feet.

When VGSI inoperative, procedure NA at night.

MISSED APPROACH: Climbing right turn to 7600 via heading 160° and CZI VOR/DME R-319 to MIZNR/14 DME and hold.

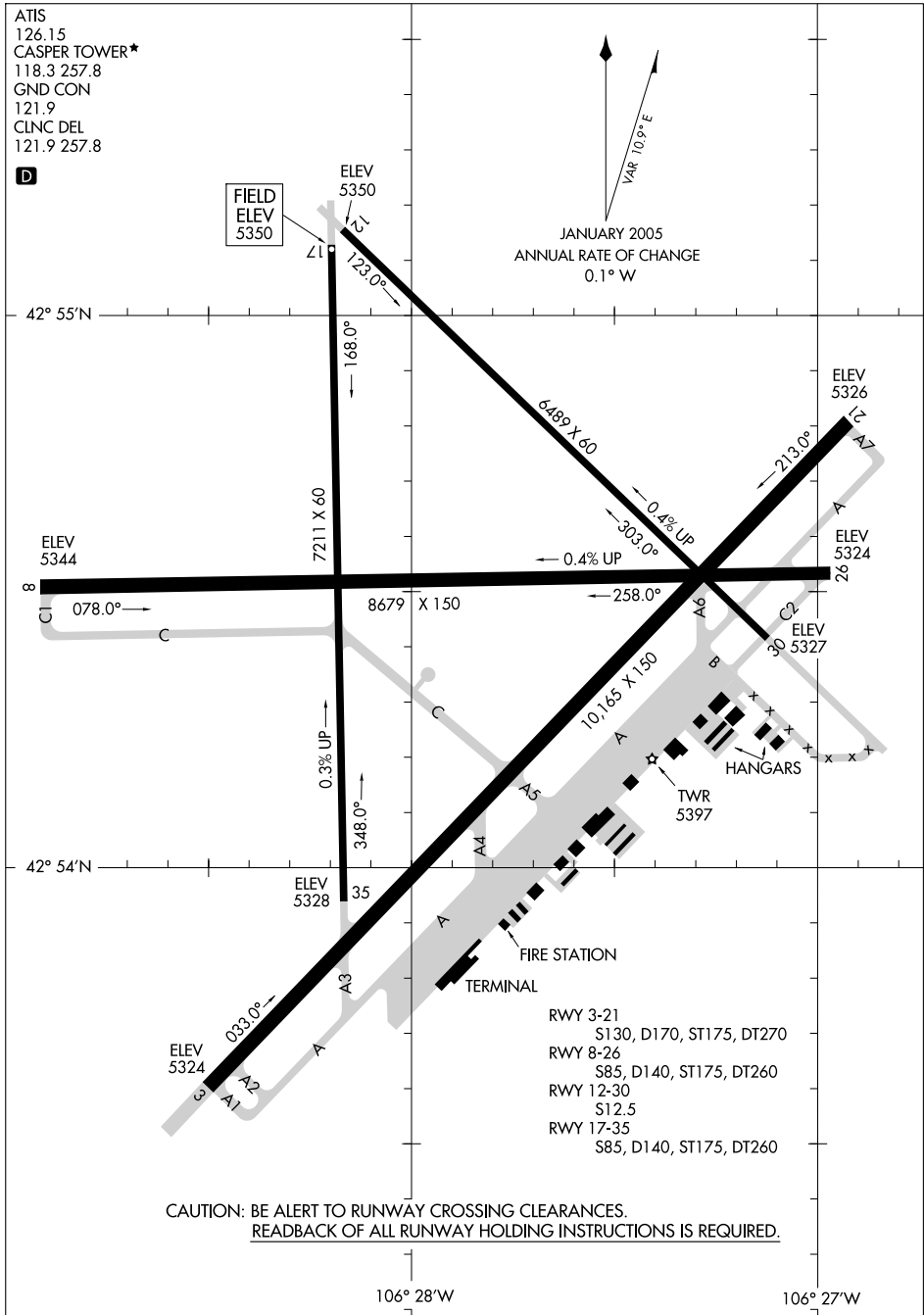
ASOS 135.425	CASPER RADIO 122.025	UNICOM 122.8 (CTAF)
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7600		CZI R-319 117.3	MIZNR CZI 14	INJUX CZI 20	Remain within 10 NM	
7600		8100		7600		
ZEDRI CZI 25.2		≤ 3.02° TCH 32		6700		
0.4		5.1 NM				
CATEGORY	A	B	C	D		
S-31	5680-1 743 (800-1)	5680-1½ 743 (800-1½)	5680-2¼ 743 (800-2¼)	5680-2½ 743 (800-2½)		
CIRCLING	5680-1 712 (800-1)	5680-1½ 712 (800-1½)	5680-2¼ 712 (800-2¼)	5680-2½ 712 (800-2½)		
Knots	60	90	120	150	180	
Min:Sec						

AIRPORT DIAGRAM

AL-72 (FAA)

CASPER/NATRONA COUNTY (CPR)
CASPER, WYOMING

ALCOS THREE DEPARTURE

SL-72 (FAA)

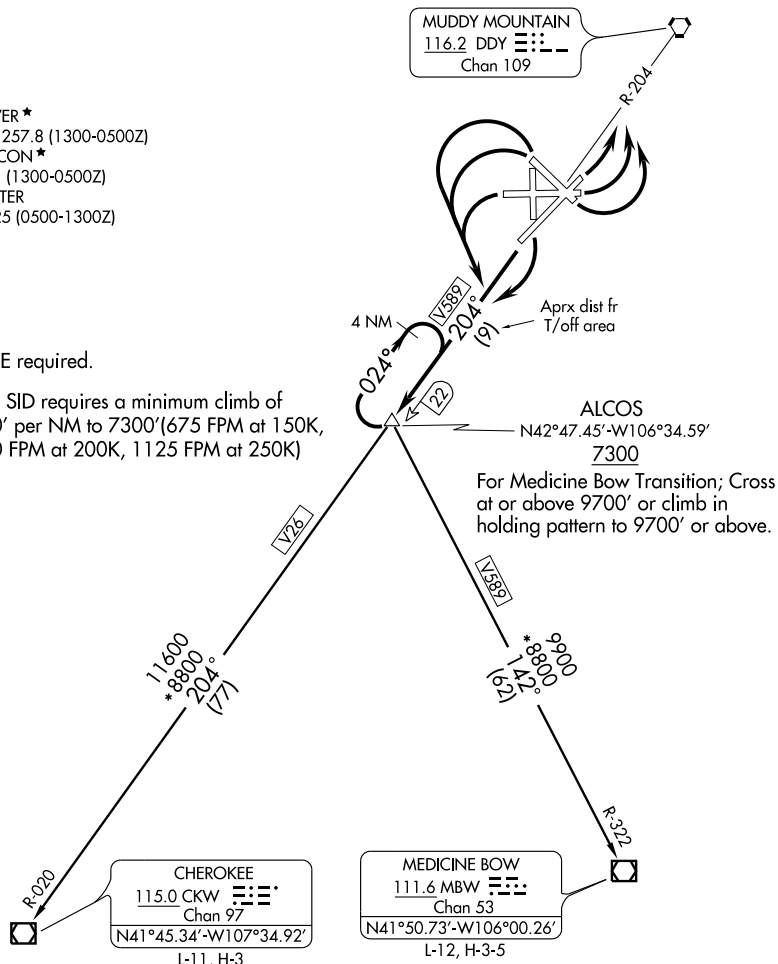
CASPER/NATRONA COUNTY INTL (CPR)

CASPER, WYOMING

ATIS 126.15
 CLNC DEL
 121.9 257.8
 GND CON
 121.9 257.8
 CASPER TOWER ★
 118.3 (CTAF) 257.8 (1300-0500Z)
 CASPER DEP CON ★
 120.65 354.1 (1300-0500Z)
 DENVER CENTER
 135.6 363.025 (0500-1300Z)

NOTE: DME required.

NOTE: This SID requires a minimum climb of
 270' per NM to 7300' (675 FPM at 150K,
 900 FPM at 200K, 1125 FPM at 250K)



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17: Turn right, thence. . .

ALL OTHER RUNWAYS: Turn left, thence. . .

. . . climb via DDD R-204 to cross ALCOS INT at or above 7300', then via (transition) or (assigned route).

CHEROKEE TRANSITION (ALCOS3.CKW): Via DDD R-204 and V26 to CKW VOR/DME.

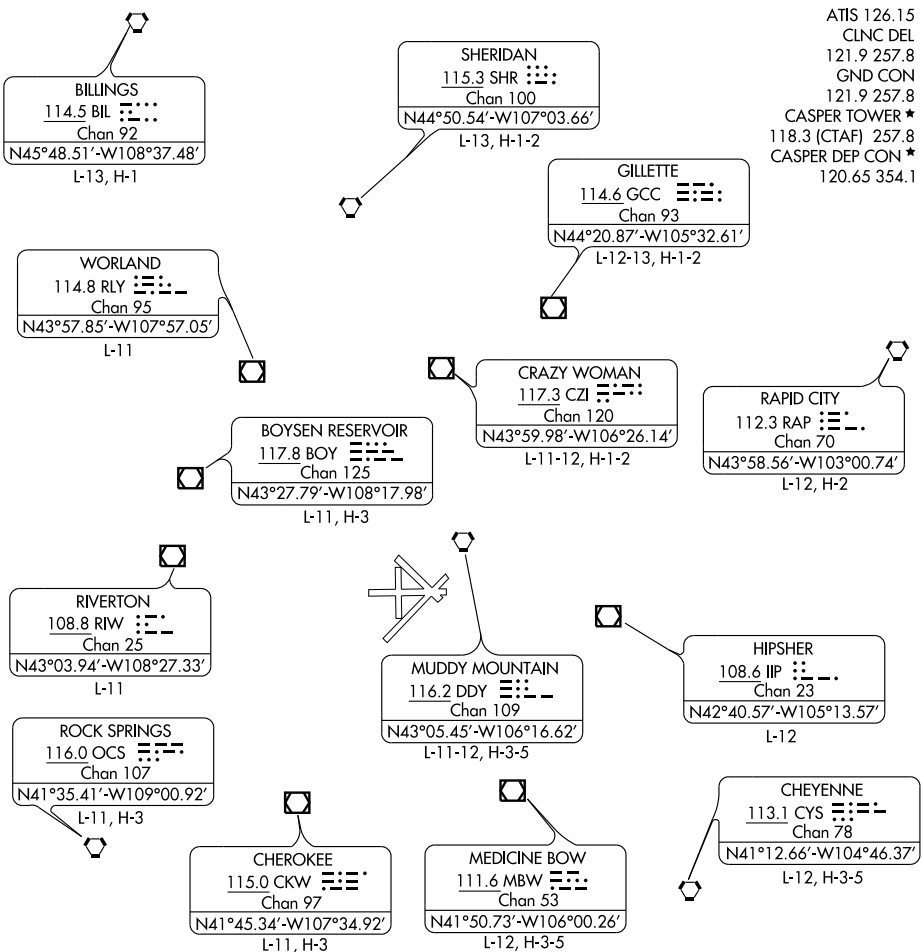
MEDICINE BOW TRANSITION (ALCOS3.MBW): Via MBW R-322 to MBW VOR/DME.
 Cross ALCOS INT at or above 9700' or climb in holding pattern to 9700' or above.

CASPER ONE DEPARTURE

SL-72 (FAA)

CASPER/NATRONA COUNTY INTL (CPR)

CASPER, WYOMING



NW-1, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

All aircraft fly runway heading for radar vectors to filed/assigned fix/route. Maintain 14,000 feet or assigned lower altitude. Expect further clearance to filed altitude ten minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received for one minute after departure, maintain runway heading until 7,000 feet, then climb to filed altitude via direct DDY VORTAC, then via assigned fix/route. Runways 3 and 8 turn left to DDY VORTAC, all others turn right to DDY VORTAC.

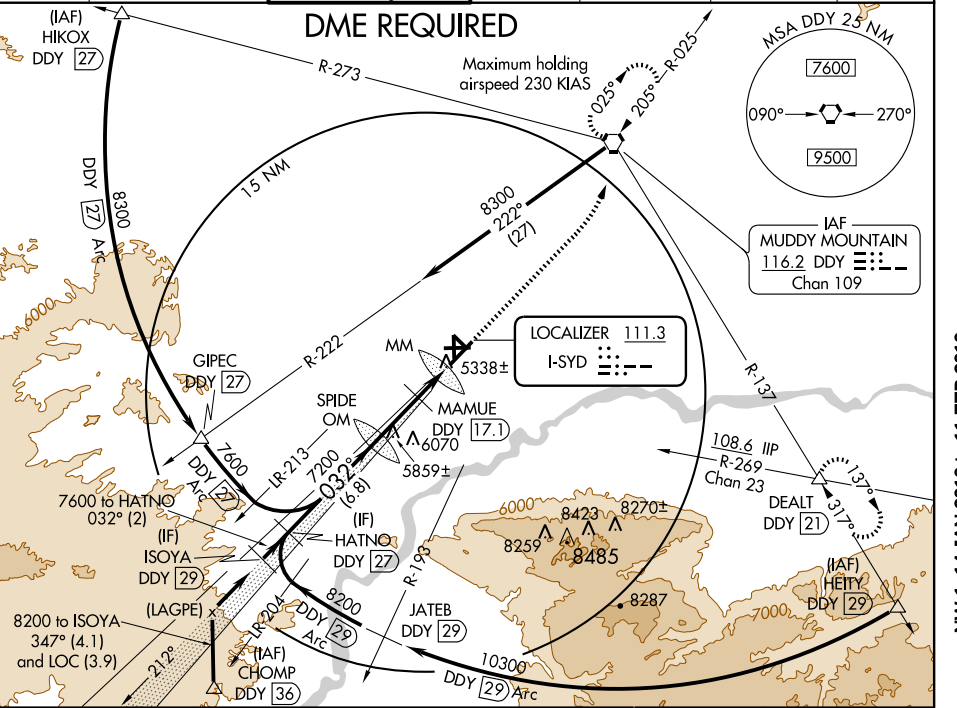
LOC I-SYD	APP CRS	Rwy Idg	10165
111.3	032°	TDZE	5328
		Apt Elev	5350

For inoperative MALS, increase S-ILS-3 Cat E visibility to RVR 4000, S-LOC-3 Cat E visibility to 3. MAMUE FIX MINIMUMS: For inoperative MALS, increase S-LOC-3 Cats D and E visibility to 1. DME from DDY VORTAC, simultaneous reception of I-SYD and DDY DME required. # RVR 1800 authorized with the use of FD or AP or HUD to DA.

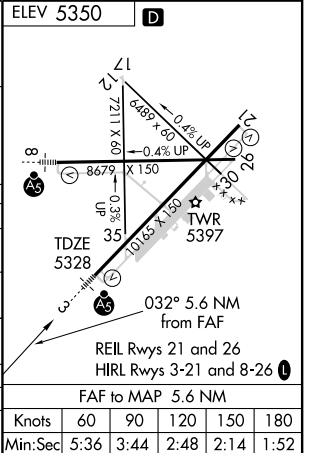
MALS

MISSED APPROACH: Climb to 7500 then left turn direct DDY VORTAC and hold. (TACAN aircraft continue climb to 12000 via DDY VORTAC R-137 to DEALT/DDY 21 DME and hold SE, right turn, 317° inbound).

ATIS	CASPER APP CON	CASPER TOWER	GND CON	CLNC DEL	CASPER RADIO	UNICOM
126.15	120.65 354.1	118.3 (CTAF) 257.8	121.9	121.9 257.8	122.4	122.95



Procedure	ISOYA	HATNO	SPIDE OM	MAMUE	MM	DDY
Turn	DDY 29	DDY 27		DDY 17.1		116.2
NA						
	8200	7600	7200	7188	7000	7500
	032°	032°				
						*LOC only
GS 3.00°						
TCH 53						
	2 NM	6.8 NM	3.2 NM	1.9 NM	0.5	
CATEGORY	A	B	C	D	E	
S-ILS 3	# 5528/24 200 (200-½)				5528/24 200 (200-½)	
S-LOC 3	6140/24 812 (800-½)	6140/40 812 (800-¾)	6140-2 812 (800-2)	6140-2 ½ 812 (800-2 ¼)	6140-2 ½ 812 (800-2 ½)	
CIRCLING	6140-1 790 (800-1)	6140-1 ¼ 790 (800-1 ¼)	6140-2 ½ 790 (800-2 ½)	6140-2 ¾ 790 (800-2 ¾)	6220-3 870 (900-3)	
MAMUE FIX MINIMUMS						
S-LOC 3	5600/24 272 (300-½)		5600/40 272 (300-¾)			
CIRCLING	5780-1 430 (500-1)	5800-1 450 (500-1)	5800-1 ½ 450 (500-1 ½)	5900-2 550 (600-2)	6220-3 870 (900-3)	



NW-1. 14 JAN 2010 to 11 FEB 2010

AL-72 (FAA)

ILS or LOC RWY 8
CASPER/NATRONA COUNTY INTL (CPR)

MALSR
A5

MISSED APPROACH: Climb to 7700 via heading 077° and DDY VORTAC R-159 to DDY VORTAC and hold.

NW-1. 14 JAN 2010 to 11 FEB 2010

WAAS CH 73006 W03A	APP CRS 032°	Rwy Idg 10165 TDZE 5328 Apt Elev 5350
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RNAV (GPS) RWY 3

CASPERS/NATRONA COUNTY INTL (CPR)

T For inoperative MALS/R, increase LPV all Cats visibility to 1 mile.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA
below -25°C (-13°F) or above 38°C (100°F).
DME/DME RNP-0.3 NA.

MALSR



MISSED APPROACH: Climb to 7500
direct KIVSE and via track 022° to
DDY VORTAC and hold.

ATIS
126.15

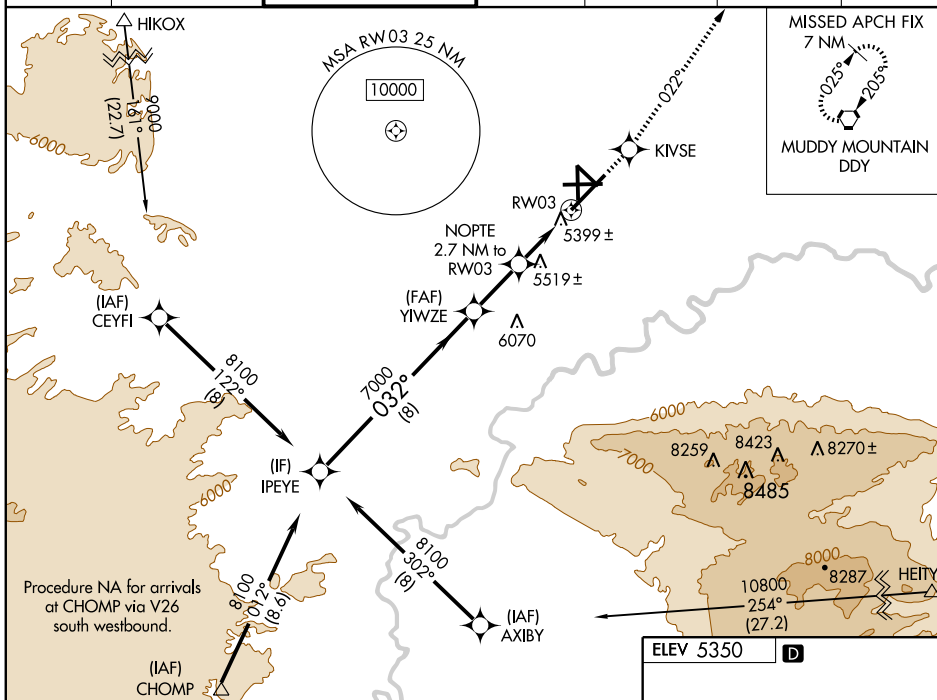
CASPER APP CON★
120.65.354.1

CASPER TOWER ★
118.3 (CTAF) **L** 257.8

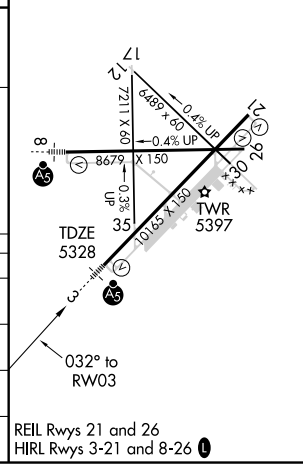
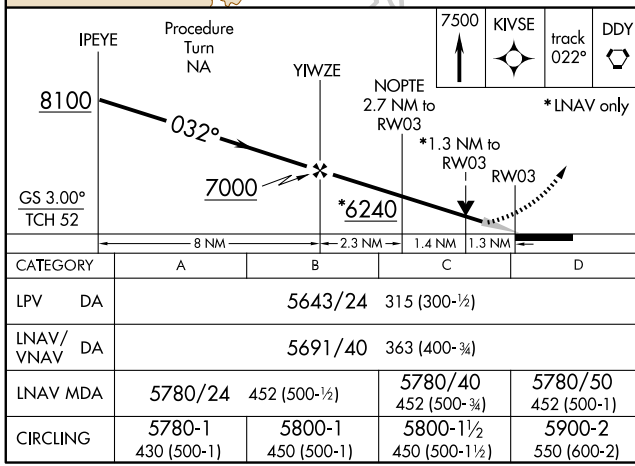
GND CON
121.9

CLNC DEL
121.9 257.8

CASPER RAD
122.4

UNICOM
122.95

NW-1. 14 JAN 2010 to 11 FEB 2010



WAAS CH 86306 W08A	APP CRS 077°	Rwy Idg 8679 TDZE 5344 Apt Elev 5350
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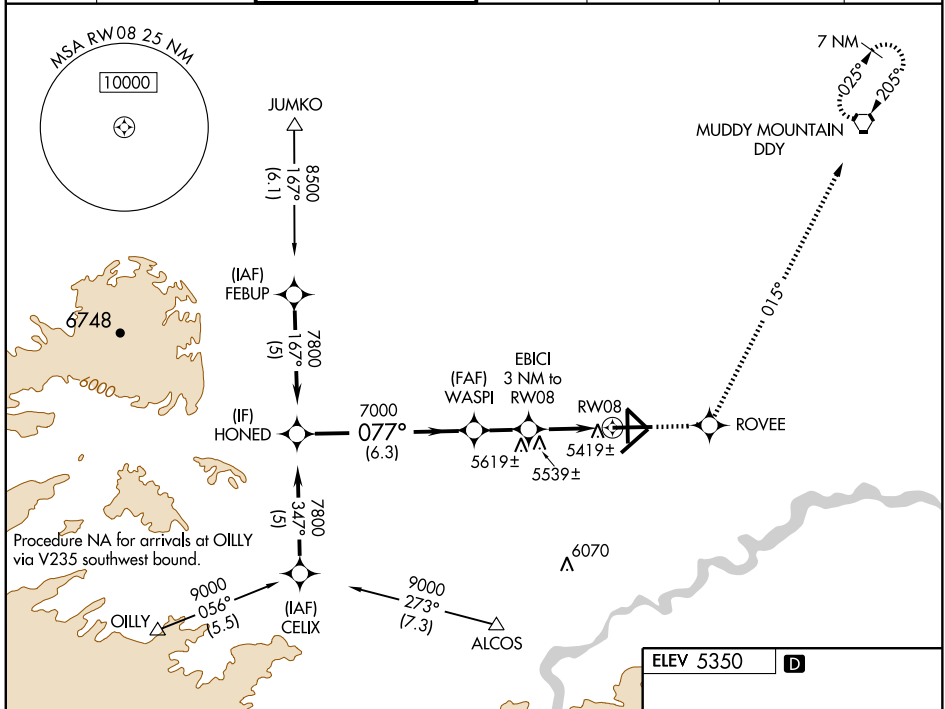
RNAV (GPS) RWY 8
CASPER/NATRONA COUNTY INTL (CPR)

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 38°C (100°F).
DME/DME RNP-0.3 NA.

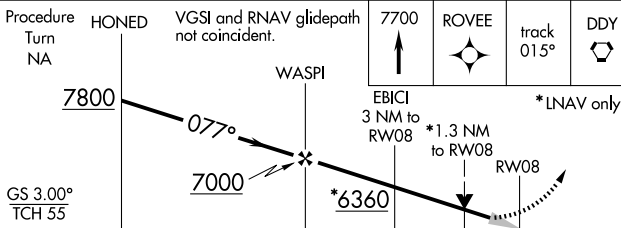
MALSR

MISSED APPROACH: Climb to 7700 direct ROVEE and via track 015° to DDY VORTAC and hold.

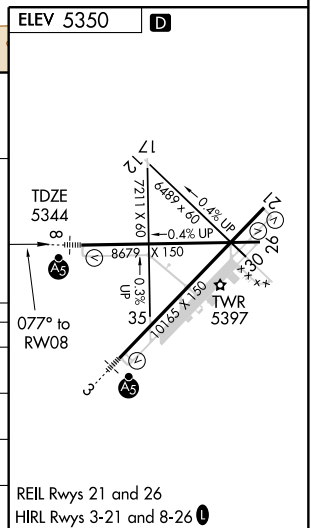
ATIS	CASPER APP CON ★	CASPER TOWER ★	GND CON	CLNC DEL	CASPER RADIO	UNICOM
126.15	120.65 354.1	118.3 (CTAF) 0257.8	121.9	121.9 257.8	122.4	122.95



NW-1. 14 JAN 2010 to 11 FEB 2010



		6.3 NM		2 NM		1.7 NM		1.3 NM		1.0 NM	
CATEGORY		A		B		C		D		E	
LPV	DA	5594/24				250 (300-½)					
LNAV/ VNAV	DA	5689/40				345 (400-¾)					
LNAV MDA		5800/24		456 (500-½)		5800/40 456 (500-¾)		5800/50 456 (500-1)			
CIRCLING		5800-1		450 (500-1)		5800-1½ 450 (500-1½)		5900-2 550 (600-2)			



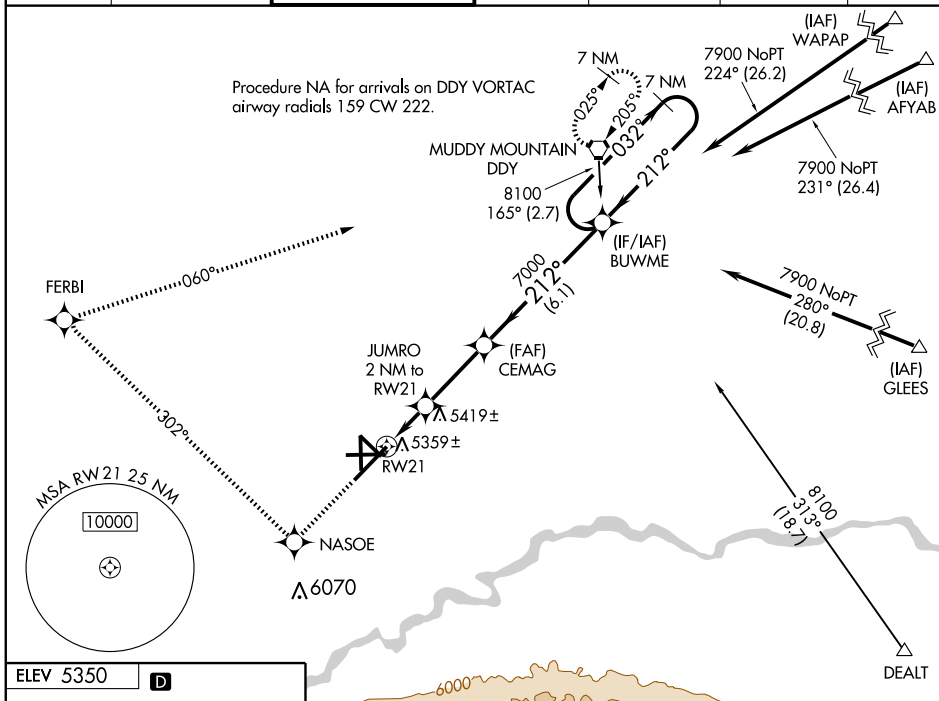
WAAS CH 63012 W21A	APP CRS 212°	Rwy Idg 10165 TDZE 5330 Apt Elev 5350
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RNAV (GPS) RWY 21
CASPER/NATRONA COUNTY INTL (CPR)

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 38°C (100°F).
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 8100 direct NASOE and right turn via track 302° to FERBI and via track 060° to DDY VORTAC and hold.

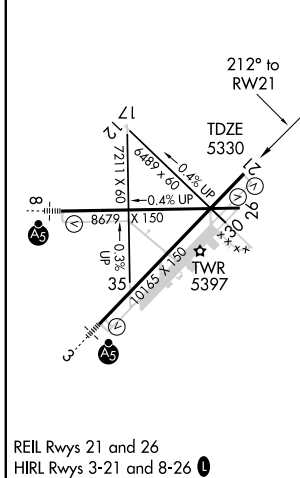
ATIS 126.15	CASPER APP CON ★ 120.65 354.1	CASPER TOWER ★ 118.3 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 121.9 257.8	CASPER RADIO 122.4	UNICOM 122.95
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NW-1. 14 JAN 2010 to 11 FEB 2010

ELEV 5350

D



8100 ↑	NASOE ✦	track 302° ↗	FERBI ✦	track 060° →	DDY ◡	BUWME 7 NM Holding Pattern	
* LNAV only		JUMRO 2 NM to RW21		CEMAG			
0.9 NM 1.1 NM 3 NM 6.1 NM 032° → 7900 ← 212° 6020* 7000 GS 3.00° TCH 56							
CATEGORY	A		B		C		D
LPV DA	5580-¾ 250 (300-¾)						
LNAV/ VNAV DA	5629-1 299 (300-1)						
LNAV MDA	5680-1 350 (400-1)					5680-1¼ 350 (400-1¼)	
CIRCLING	5780-1 430 (500-1)	5800-1 450 (500-1)	5800-1½ 450 (500-1½)	5900-2 550 (600-2)			

WAAS
CH **78112**
W26A

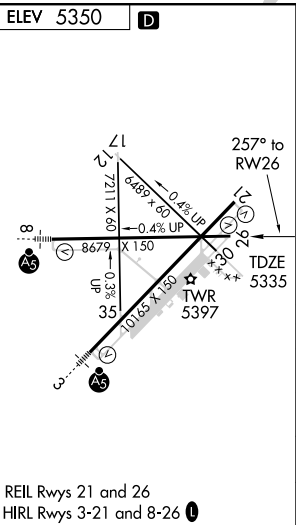
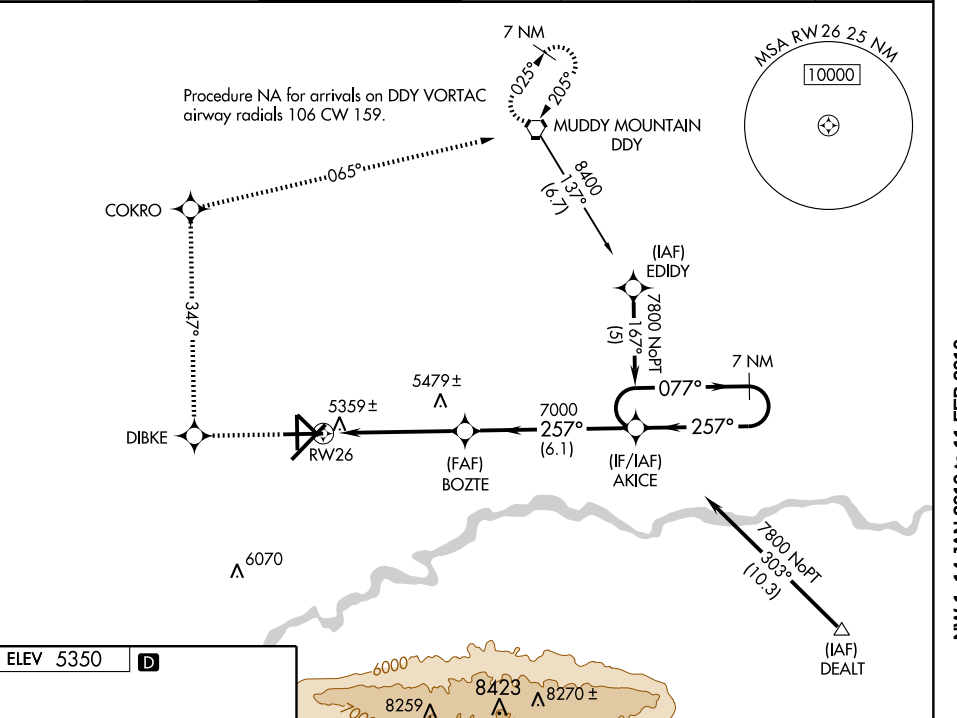
APP CRS
257°

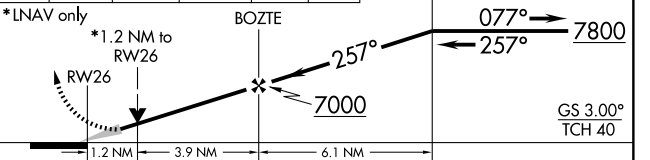
Rwy Idg
TDZE
Apt Elev
8679
5335
5350

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 38°C (100°F).
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 8400 direct DIBKE and right turn via track 347° to COKRO and via track 065° to DDY VORTAC and hold.

ATIS 126.15	CASPER APP CON ★ 120.65 354.1	CASPER TOWER ★ 118.3 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 121.9 257.8	CASPER RADIO 122.4	UNICOM 122.95
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8400	DIBKE	COKRO	DDY	AKICE	7 NM Holding Pattern
↑	✧	✧	track 065°	✧	
*LNAV only					
					
CATEGORY	A	B	C	D	
LPV DA	5585-1 250 (300-1)				
LNAV/ VNAV DA	5629-1 294 (300-1)				
LNAV MDA	5740-1 405 (400-1)		5740-1¼ 405 (400-1¼)		
CIRCLING	5780-1 430 (500-1)	5800-1 450 (500-1)	5800-1½ 450 (500-1½)	5900-2 550 (600-2)	

NW-1. 14 JAN 2010 to 11 FEB 2010

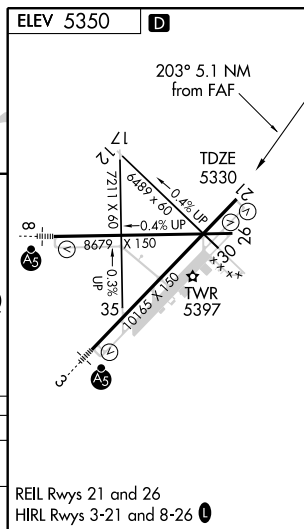
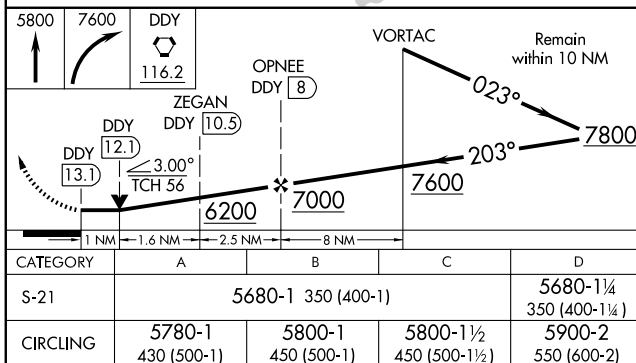
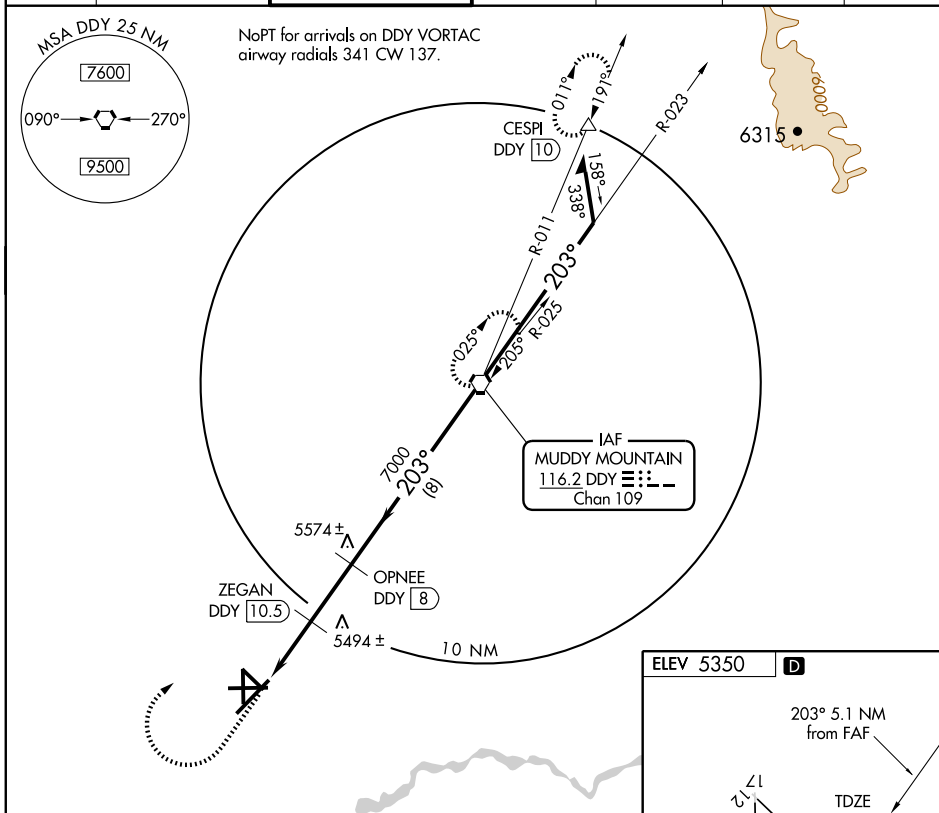
VORTAC DDY <u>116.2</u> Chan 109	APP CRS 203°	Rwy Idg 10165 TDZE 5330 Apt Elev 5350
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VOR/DME or TACAN RWY 21

CASPER/NATRONA COUNTY INTL (CPR)

MISSED APPROACH: Climb to 5800, then climbing right turn to 7600 direct DDY VORTAC and hold (TACAN aircraft continue climb to 8000 via DDY VORTAC R-011 to CESPI/10 DME and Hold N, RT, 191° inbound).

ATIS	CASPER APP CON ★	CASPER TOWER ★	GND CON	CLNC DEL	CASPER RADIO	UNICOM
126.15	120.65 354.1	118.3 (CTAF) 0 257.8	121.9	121.9 257.8	122.4	122.95



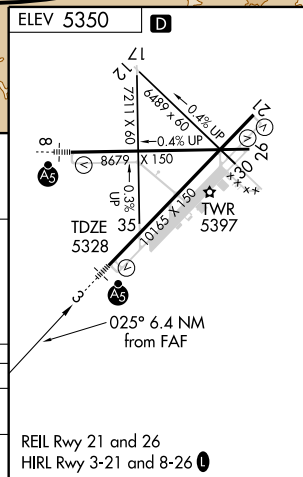
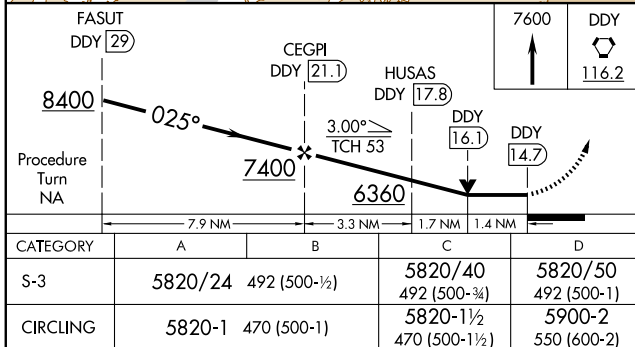
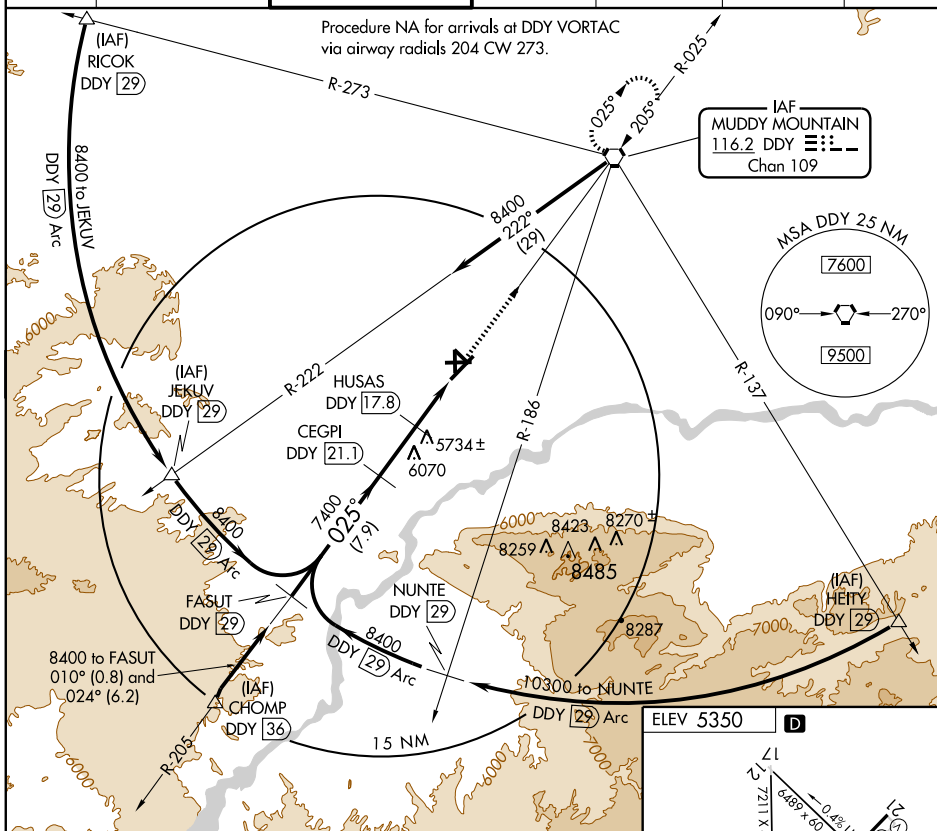
VORTAC DDY <u>116.2</u> Chan 109	APP CRS 025°	Rwy Idg 10165 TDZE 5328 Apt Elev 5350
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VOR/DME RWY 3
CASPER/NATRONA COUNTY INTL (CPR)



MISSED APPROACH: Climb to 7600 direct DDY VORTAC and hold.

ATIS	CASPER APP CON ★	CASPER TOWER ★	GND CON	CLNC DEL	CASPER RADIO	UNICOM
126.15	120.65 354.1	118.3 (CTAF) 0 257.8	121.9	121.9 257.8	122.4	122.95

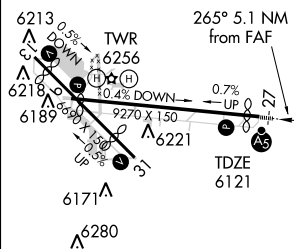


ILS or LOC RWY 27

CHEYENNE RGNL/JERRY OLSON FIELD (CYS)

MALSR

MISSED APPROACH: Climb to 6700, then climbing right turn to 8000 direct CYS VORTAC and hold. (TACAN aircraft continue via CYS R-016 to MARKL/10 DME and hold N, RT, 196° inbound.)

UNICOM
122.95

REIL Rwy 9, 13 and 31 **L**
HIRL Rwy 9-27 **L**
MIRL Rwy 13-31 **L**

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

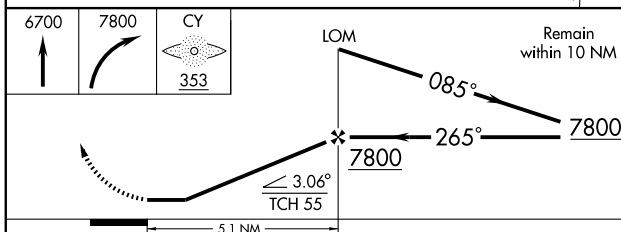
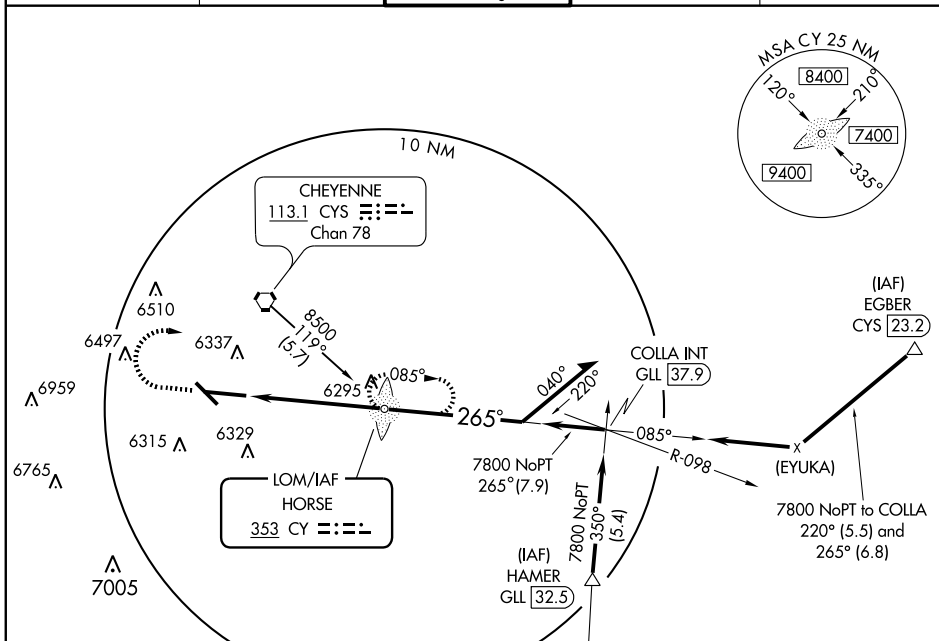
LOM CY 353	APP CRS 265°	Rwy Idg TDZE Apt Elev	7985 6121 6156
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NDB RWY 27

CHEYENNE RGNL/JERRY OLSON FIELD (CYS)

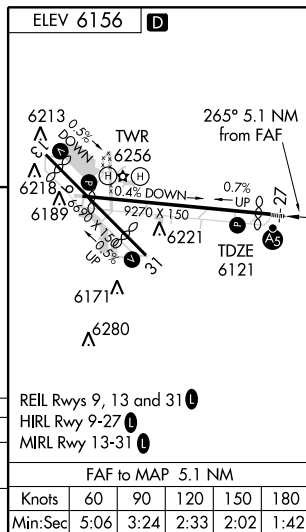
 ASR/PAR	MALSR 	MISSED APPROACH: Climb to 6700, then climbing right turn to 7800 direct HORSE LOM and hold.
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ATIS 134.425 278.3	CHEYENNE APP CON 124.55 263.075	CHEYENNE TOWER ★ 118.7 (CTAF) 0 257.8	GND CON 121.9 254.275	UNICOM 122.95
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CATEGORY	A	B	C	D	FAF to MAP 5.1 NM					
S-27	6620/50	499 (500-1)	6620/60	6620-1½	499 (500-1½)	499 (500-1½)	499 (500-1½)	499 (500-1½)	499 (500-1½)	499 (500-1½)
CIRCLING	6660-1	504 (600-1)	6660-1½	6720-2	504 (600-1½)	504 (600-1½)	504 (600-1½)	504 (600-1½)	504 (600-1½)	504 (600-1½)

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



WAAS CH 73009 W09A	APP CRS 085°	Rwy Idg TDZE Apt Elev	7985 6143 6159
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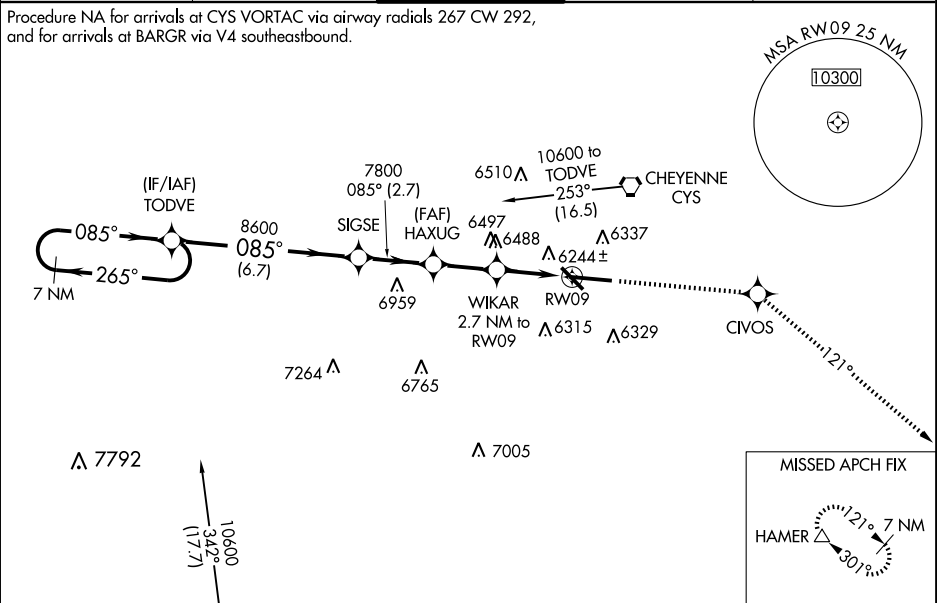
RNAV (GPS) RWY 9
CHEYENNE RGNL/JERRY OLSON FIELD (CYS)

ASR/PAW

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C (-16°F) or above 36°C (96°F).
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Laramie altimeter setting and increase all DA 251 feet, all MDA 260 feet, and all visibilities ¾ mile.
VDP and Baro-VNAV NA when using Laramie altimeter setting.

MISSED APPROACH: Climb to 8500 direct CIVOS and via 121° track to HAMER and hold.

ATIS 134.425 278.3	CHEYENNE APP CON 124.55 263.075	CHEYENNE TOWER * 118.7 (CTAF) 0 257.8	GND CON 121.9 254.275	UNICOM 122.95
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ELEV 6159 **D**

085° to RW09

6213, 6218, 6189, 6143

TWR 6256

6221, 6171, 6280

9270 X 150

0.3% DOWN, 0.4% DOWN, 0.7% UP

REIL Rwy 9, 13, and 31 **L**
HIRL Rwy 9-27 **L**
MIRL Rwy 13-31 **L**

7 NM Holding Pattern	TODVE	SIGSE	HAXUG	WIKAR 2.7 NM to RW09	*LNAV only	RW09
10600	265°	085°	8600	7800	*7060	1.1 NM to RW09
GS 3.00° TCH 50	6.7 NM	2.7 NM	2.3 NM	1.6	1.1	

CATEGORY	A	B	C	D
LPV DA	6473-1¼ 330 (400-1¼)			
LNAV/VNAV DA	6542-1½ 399 (400-1½)			
LNAV MDA	6540-1 397 (400-1)			6540-1¼ 397 (400-1¼)
CIRCLING	6660-1 501 (600-1)		6660-1½ 501 (600-1½)	6720-2 561 (600-2)

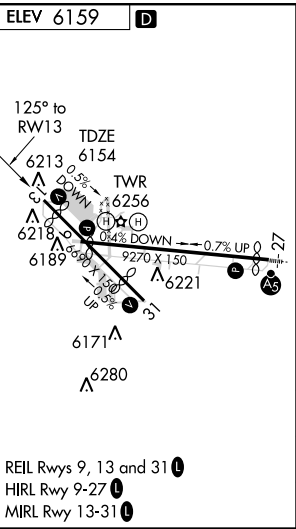
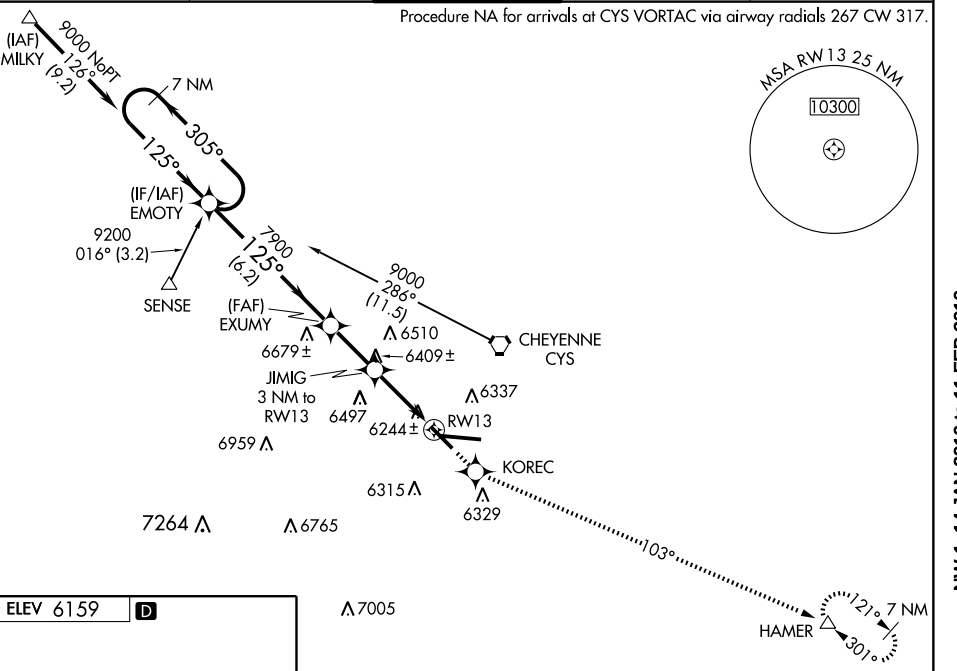
▼

▲

Baro-VNAV NA when using Laramie altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C (-16°F) or above 36°C (96°F).
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Laramie altimeter setting and increase all DA/MDA 260 feet and all visibilities 1 mile.

MISSED APPROACH: Climb to 8500 direct KOREC and via 103° track to HAMER and hold.

ATIS 134.425 278.3	CHEYENNE APP CON 124.55 263.075	CHEYENNE TOWER ★ 118.7(CTAF) 0 257.8	GND CON 121.9 254.275	UNICOM 122.95
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VGSI and RNAV glidepath not coincident				8500 ↑	KOREC ✦	103° track	HAMER △
7 NM Holding Pattern				*LNAV only			
EMOTY				EXUMY	JIMIG 3 NM to RW13	RW13	
9000 ← 305° 125° →				125°	7900	*7160	
GS 3.00° TCH 55							
				6.2 NM	2.2 NM	3 NM	
CATEGORY	A	B	C	D			
LPV DA	6481-1 327 (400-1)						
LNAV/ VNAV DA	6539-1¼ 385 (400-1¼)						
LNAV MDA	6660-1 506 (600-1)			6660-1½ 506 (600-1½)			
CIRCLING	6660-1 501 (600-1)			6660-1½ 501 (600-1½)		6720-2 561 (600-2)	

REIL Rwy 9, 13 and 31
HIRL Rwy 9-27
MIRL Rwy 13-31

ASR/PAR

Baro-VNAV NA below -27°C (-16°F).
DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 10300 direct AIYIU and via 291° track to SENSE and hold, continue climb-in-hold to 10300.

ATIS 134.425 278.3	CHEYENNE APP CON 124.55 263.075	CHEYENNE TOWER ★ 118.7 (CTAF) 0 257.8	GND CON 121.9 254.275	UNICOM 122.95
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Procedure NA for arrivals at CYS VORTAC on airway radial 154.

ELEV 6160 **D**

REIL Rwy 9, 13 and 31 **L**
HIRL Rwy 9-27 **L**
MIRL Rwy 13-31 **L**

10300	AIYIU	291° track	SENSE	TORJU	COLLA	6 NM Holding Pattern		
* LNAV only								
* 1.3 NM to RWY 27								
1.3 NM 3.8 NM 7.9 NM								
CATEGORY	A	B	C	D				
LPV DA	6380/24 259 (300-½)							
LNAV/VNAV DA	6480/40 359 (400-¾)							
LNAV MDA	6560/24 439 (500-½)	6560/40 439 (500-¾)	6560/50 439 (500-1)					
CIRCLING	6660-1 500 (500-1)	6660-1½ 500 (500-1½)	6720-2 560 (600-2)					

NW-1. 14 JAN 2010 to 11 FEB 2010

AL-80 (FAA)

WAAS CH 99609 W31A	APP CRS 305°	Rwy Idg 4469 TDZE 6147 Apt Elev 6159
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RNAV (GPS) RWY 31

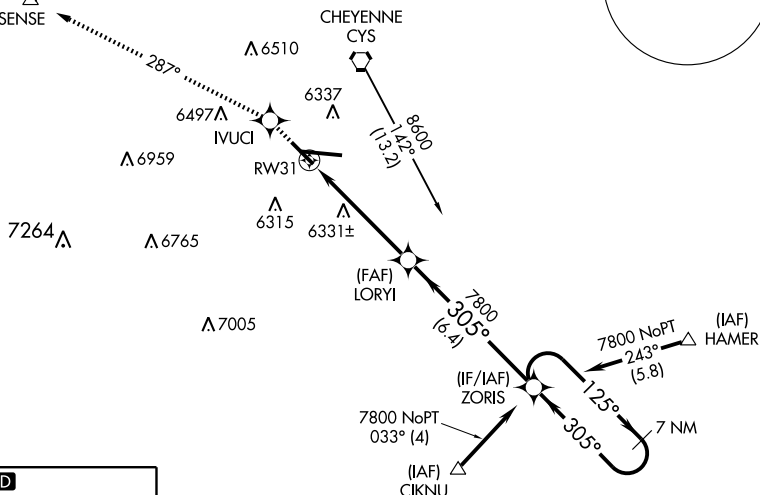
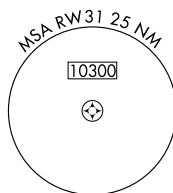
CHEYENNE RGNL/JERRY OLSON FIELD (CYS)

  ASR/PAR	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C (-16°F) or above 36°C (96°F). DME/DME RNP: 0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Laramie altimeter setting. When local altimeter setting not received, use Laramie altimeter setting and increase all DA/MDA 260 feet and all visibilities ¾ mile.
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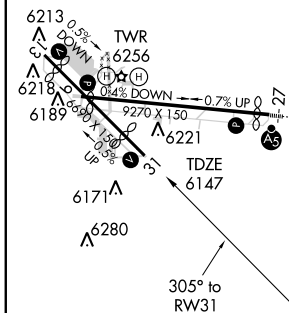
MISSED APPROACH: Climb to 10300 direct IVUCL and via 287° track to SENSE and hold, continue climb-in-hold to 10300.

ATIS 134.425 278.3	CHEYENNE APP CON 124.55 263.075	CHEYENNE TOWER ★ 118.7 (CTAF) 0 257.8	GND CON 121.9 254.275	UNICOM 122.95
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Procedure NA for arrivals at CYS VORTAC via airway radials 081 CW 203.



ELEV 6159	D
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REIL Rwy 9, 13 and 31 **L**
HIRL Rwy 9-27 **L**
MIRL Rwy 13-31 **L**

The diagram illustrates the 7800 MHz holding pattern and its relationship to the VGS1 and RNAV glidepath. Key features include:

- Navigation Aids:** 10300 (VORTAC), IVUCI (Instrument Landing System), 287° track, and SENSE (Sense of Direction) are shown in the top left.
- Holding Pattern:** A 7 NM holding pattern is depicted with a 125° inbound leg and a 305° outbound leg. The pattern is centered on the 7800 MHz frequency.
- Navigation Data:** The diagram shows the 7800 MHz frequency is 1.4 NM from RW31, 3.6 NM from the VGS1 and RNAV glidepath, and 6.4 NM from the ZORIS (ZORIS) station.
- GS and TCH:** The glide slope (GS) is 3.00° and the threshold (TCH) is 55 feet.

NW-1. 14 JAN 2010 to 11 FEB 2010

VORTAC CYS 113.1 Chan 78	APP CRS 196°	Rwy Idg TDZE Apt Elev	N/A N/A 6156
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VOR or TACAN-A

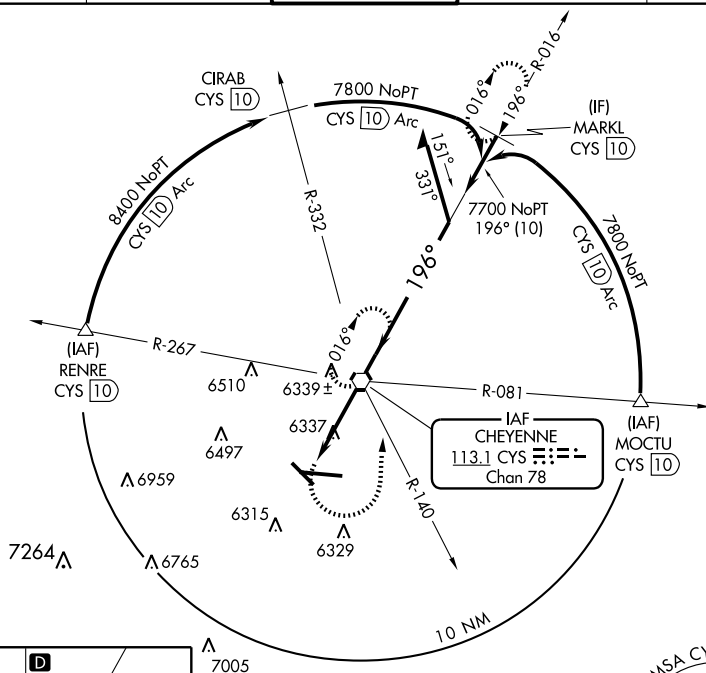
CHEYENNE RGNL/JERRY OLSON FIELD (CYS)



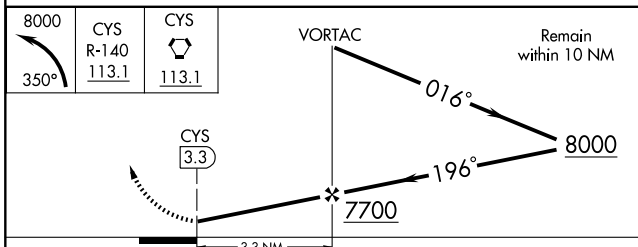
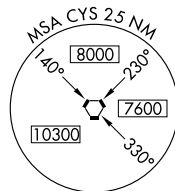
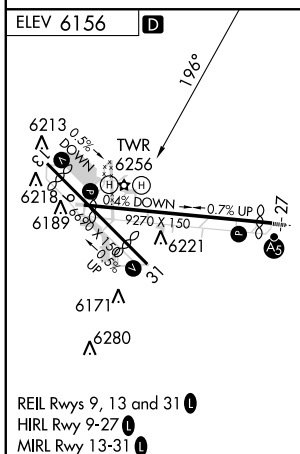
ASR/PAR

MISSED APPROACH: Climbing left turn to 8000 via heading 350° and CYS VORTAC R-140 to CYS VORTAC and hold, continue climb-in-hold to 8000 (TACAN aircraft continue via CYS R-016 to MARKL/10 DME and hold N, RT, 196° inbound.)

ATIS 134.425 278.3	CHEYENNE APP CON 124.55 263,075	CHEYENNE TOWER ★ 118.7 (CTAF) 0 257.8	GND CON 121.9 254.275	UNICOM 122.95
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NW-1. 14 JAN 2010 to 11 FEB 2010



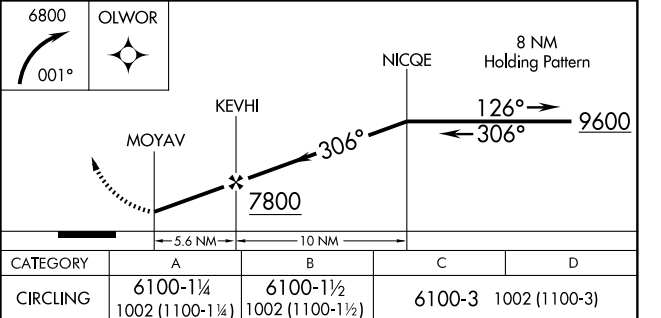
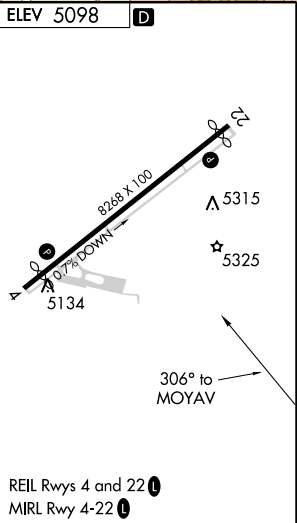
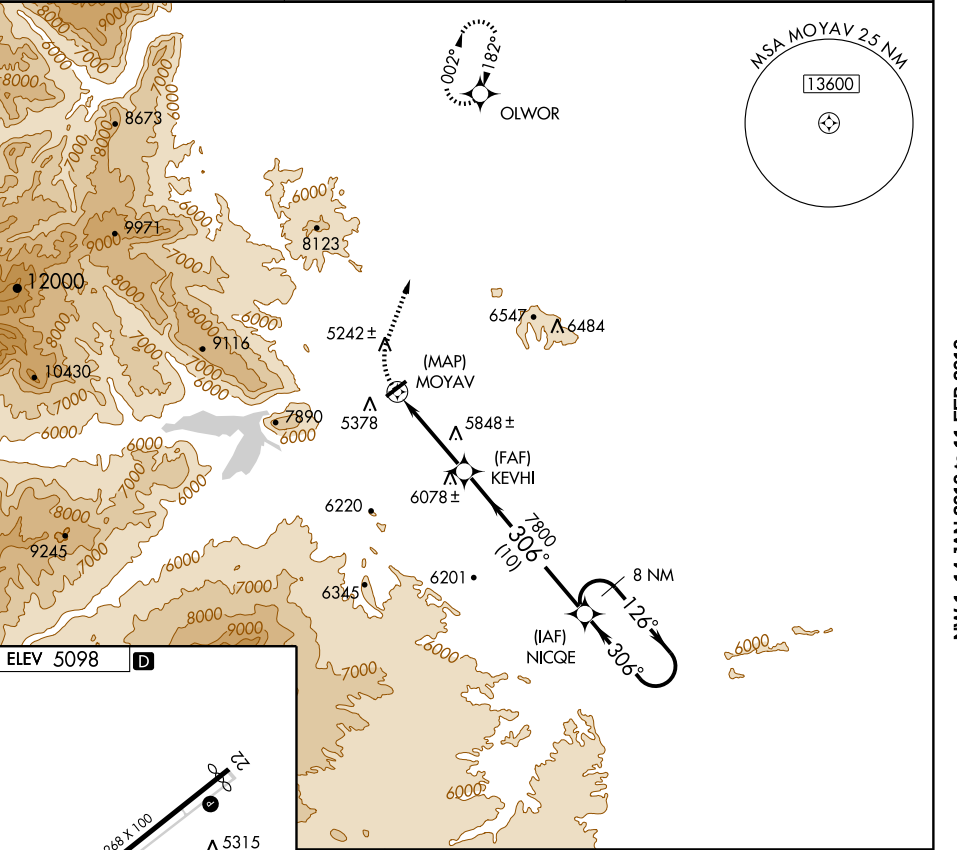
FAF to MAP 3.3 NM						CATEGORY	A		B		C		D		
Knots	60	90	120	150	180		CIRCLING	6660-1	504 (600-1)			6660-1½	504 (600-1½)		6720-2
Min:Sec	3:18	2:12	1:39	1:19	1:06										

▼

▲ NA

MISSED APPROACH: Climbing right turn to 6800 via 001° course to OLOWOR WP and hold.

AWOS-3 135.075	SALT LAKE CENTER 133.25 285.6	UNICOM 122.8 (CTAF) 0
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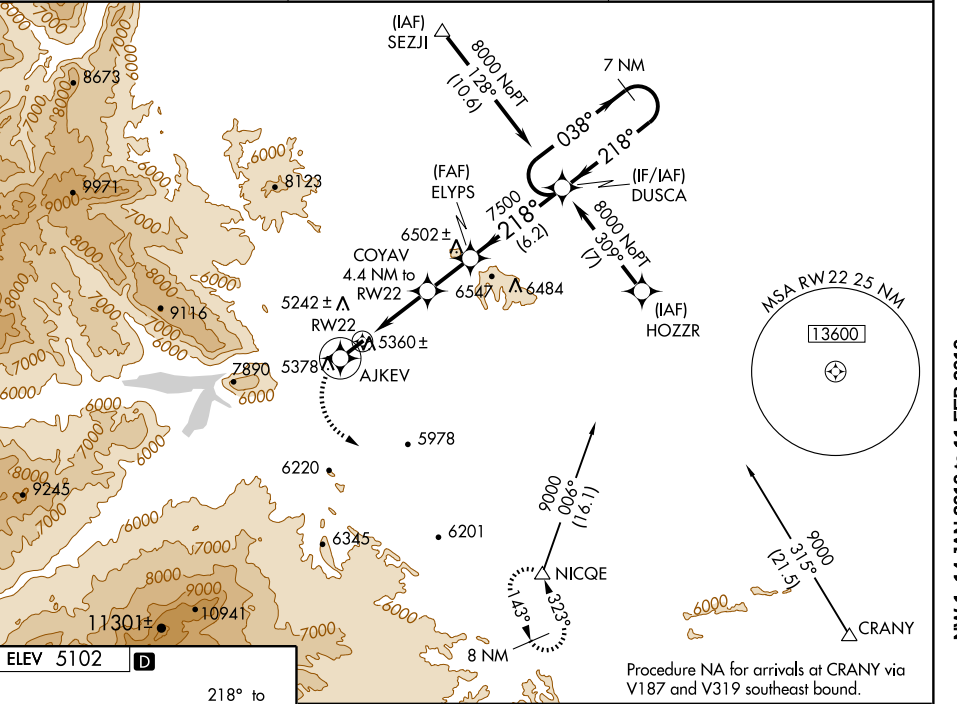
▼

▲

DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 9600 direct AJKEV and left turn via 123° track to NICQE and hold.

AWOS-3 135.075	SALT LAKE CENTER 133.25 285.6	UNICOM 122.8 (CTAF) 0
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218° to RW22

TDZE 5076

8288 X 100

5134

5315

5325

9600

AJKEV

123° Track

NICQE

7 NM Holding Pattern

DUSCA

8000

GS 3.00°

TCH 50

* LNAV only

COYAV 4.4 NM to RW22

ELYPS

* 1.6 NM to RW22

RW22

6540

7500

1.6

2.8 NM

2.9 NM

6.2 NM

CATEGORY	A	B	C	D
LPV DA		5457-1¼	381 (400-1¼)	
LNAV/ VNAV DA		NA		
LNAV MDA	5620-1	544 (600-1)	5620-1½ 544 (600-1½)	5620-1¾ 544 (600-1¾)
CIRCLING	5840-1¼	738 (800-1¼)	5900-2¼ 798 (800-2¼)	5960-2¾ 858 (900-2¾)

REIL Rwy 4 and 22 0
MIRL Rwy 4-22 0

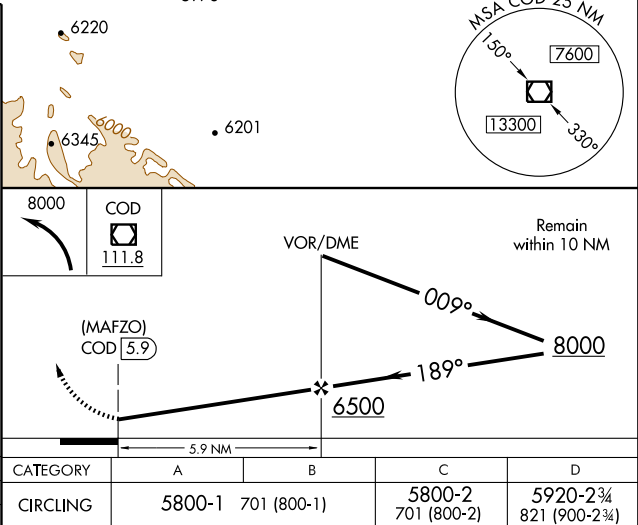
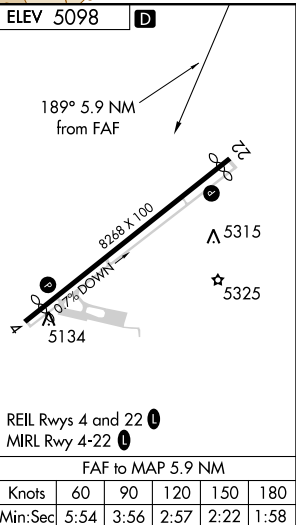
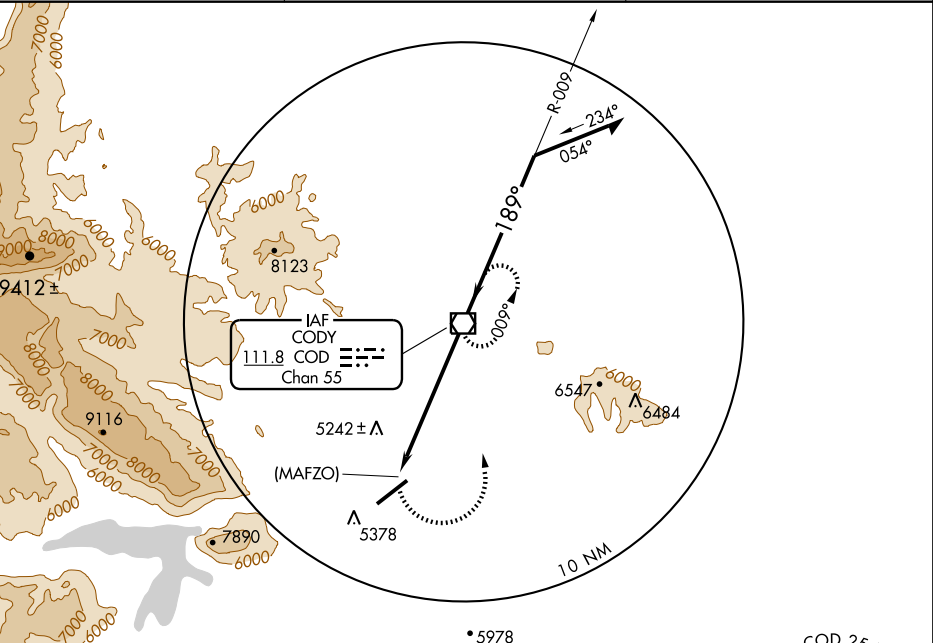
VOR/DME COD 111.8 Chan 55	APP CRS 189°	Rwy Idg TDZE Apt Elev 5098	N/A N/A 5098
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▼

▲

MISSED APPROACH: Climbing left turn to 8000 direct COD VOR/DME and hold.

AWOS-3 135.075	SALT LAKE CENTER 133.25 285.6	UNICOM 122.8 (CTAF) 0
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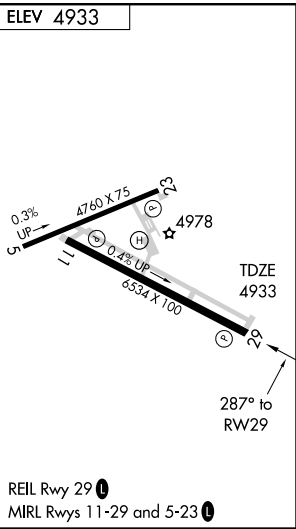
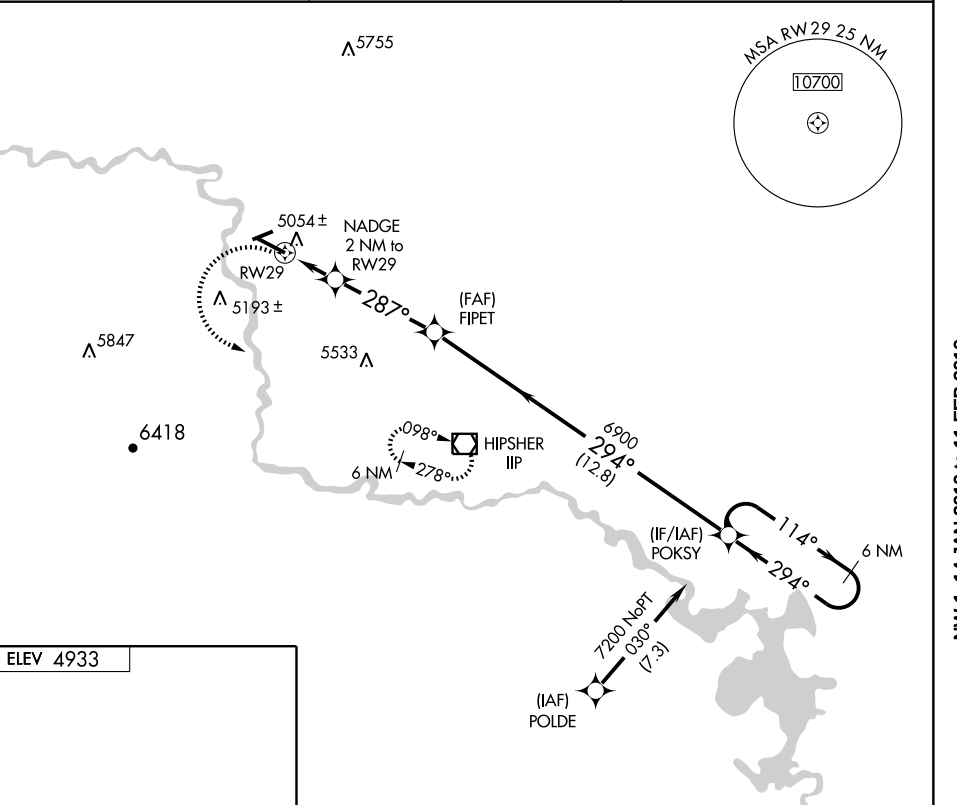


▼

DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climbing left turn to 7900 direct IIP VOR/DME and hold, continue-in-hold to 7900.

ASOS 135.225	DENVER CENTER 135.6 363.025	UNICOM 122.8 (CTAF) 0
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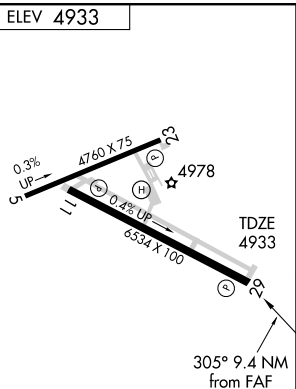
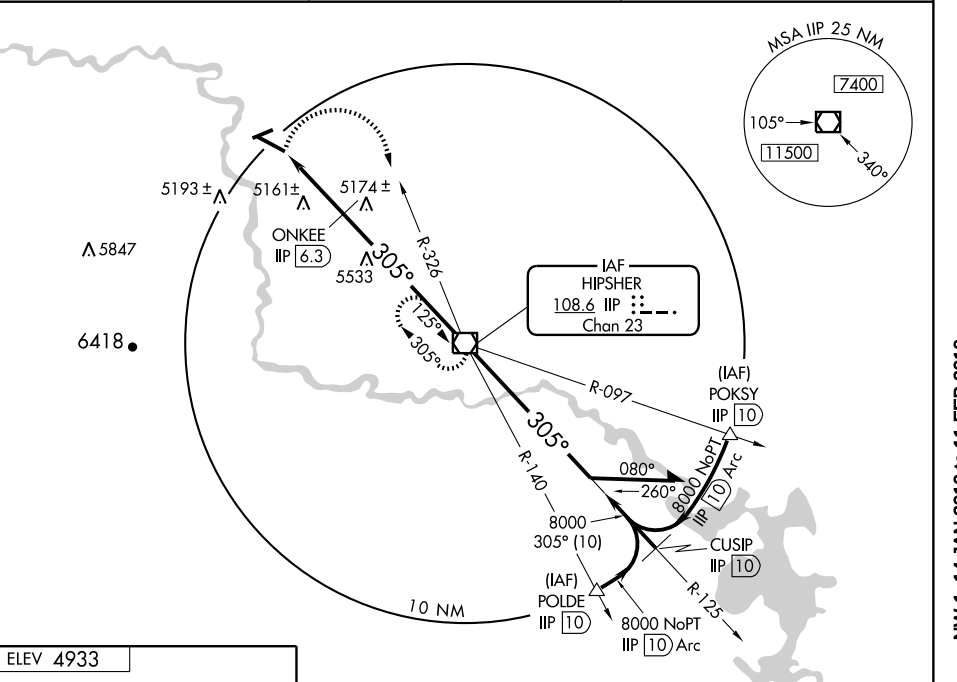


7900	IIP	POKSY 6 NM Holding Pattern			
		NADGE 2 NM to RW29	FIPET	POKSY	6 NM Holding Pattern
1.2 NM to RW29		0.8	4.1 NM	12.8 NM	
CATEGORY	A	B	C	D	
LNAB MDA	5360-1	427 (500-1)	5360-1¼ 427 (500-1¼)	5360-1½ 427 (500-1½)	
CIRCLING	5520-1	587 (600-1)	5520-1½ 587 (600-1½)	5540-2 607 (700-2)	

▼
▲

MISSED APPROACH: Climbing right turn to 8000 via heading 160° and IIP VOR/DME R-326 to IIP VOR/DME and hold, continue climb-in-hold to 8000.

ASOS 135,225	DENVER CENTER 135.6 363,025	UNICOM 122.8 (CTAF) 0
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REIL Rwy 29 0

MRL Rwy 11-29 and 5-23 0

FAF to MAP 9.4 NM

Knots	60	90	120	150	180
Min:Sec	9:24	6:16	4:42	3:46	3:08

8000
160°
IIP R-326 108.6
IIP 108.6

VOR/DME
125°
305°
8000

Remain within 10 NM

ONKEE IIP 6.3

IIP 9.4

IIP 8

5960

3.03° TCH 40

1.4 1.7 6.3 NM

CATEGORY	A	B	C	D
S-29	5960-1¼ 1027 (1100-1¼)	5960-1½ 1027 (1100-1½)	5960-3	1027 (1100-3)
CIRCLING	5960-1¼ 1027 (1100-1¼)	5960-1½ 1027 (1100-1½)	5960-3	1027 (1100-3)

ONKEE FIX MINIMUMS

S-29	5420-1	487 (500-1)	5420-1½ 487 (500-1½)	5420-1½ 487 (500-1½)
CIRCLING	5520-1	587 (600-1)	5520-1½ 587 (600-1½)	5540-2 607 (700-2)

NW-1. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-EVW <u>108.9</u> Chan 26	APP CRS 234°	Rwy Idg 7300 TDZE 7143 Apt Elev 7143
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ILS or LOC/DME RWY 23

EVANSTON-UINTA COUNTY BURNS FIELD (EVW)

- T** For inoperative MALSR, increase S-LOC 23
A Cat D visibility to 1 mile. When local altimeter
setting not received, procedure NA.

MALSR

MISSED APPROACH: Climb to 7600 then climbing left turn to 12000 via EVW VOR/DME R-213 to COOLI/EVW VOR/DME 16.6 DME and hold, continue climb-in-hold to 12000.

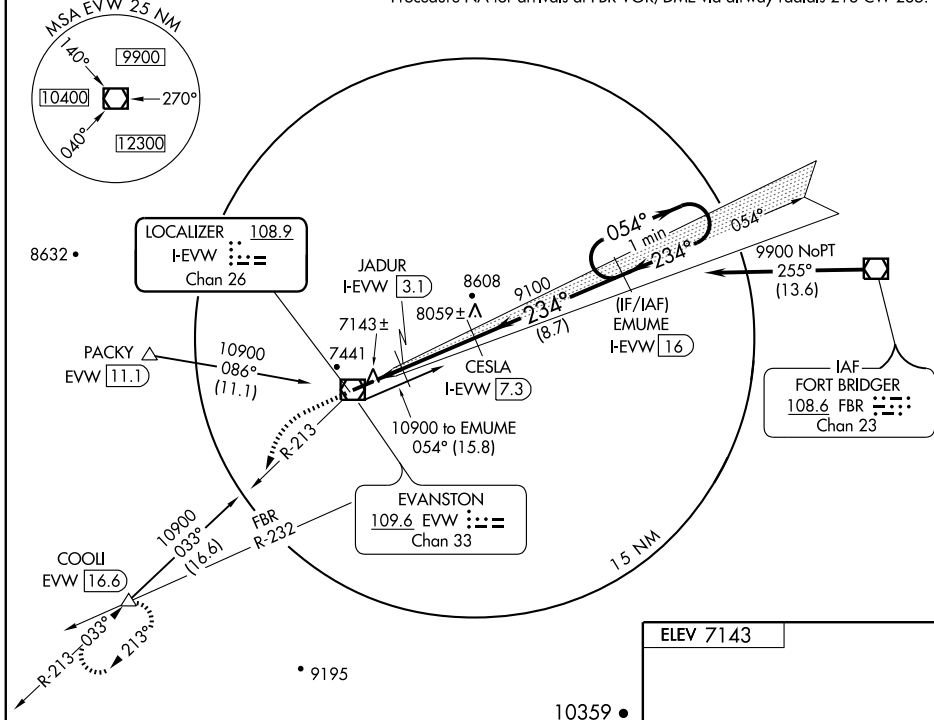
ASOS
120.0

SALT LAKE CENTER
127.7 354.125

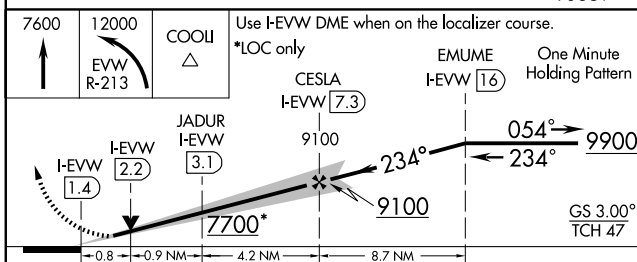
GCO
121.72

UNICOM
123.0 (CTAF) **L**

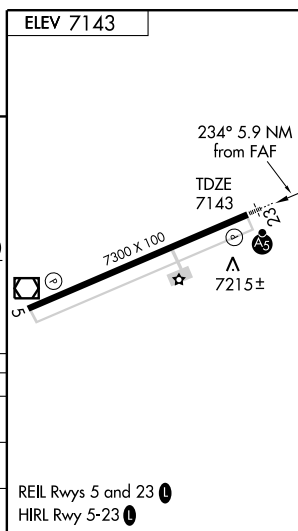
Procedure NA for arrivals at FBR VOR/DME via airway radials 213 CW 285.



NW-1. 14 JAN 2010 to 11 FEB 2010



CATEGORY	A	B	C	D
S-ILS 23	7343- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$)			
S-LOC 23	7440- $\frac{1}{2}$ 297 (300- $\frac{1}{2}$)			7440- $\frac{3}{4}$ 297 (300- $\frac{3}{4}$)
CIRCLING	7580-1 437 (500-1)	7720-1 577 (600-1)	7760-1 $\frac{3}{4}$ 617 (700-1 $\frac{3}{4}$)	7760-2 617 (700-2)



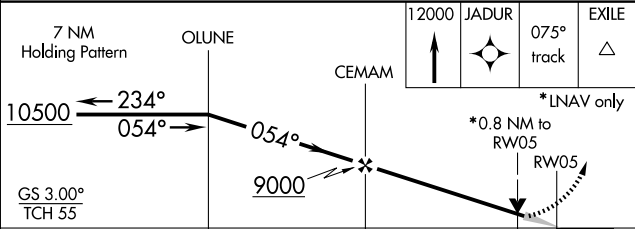
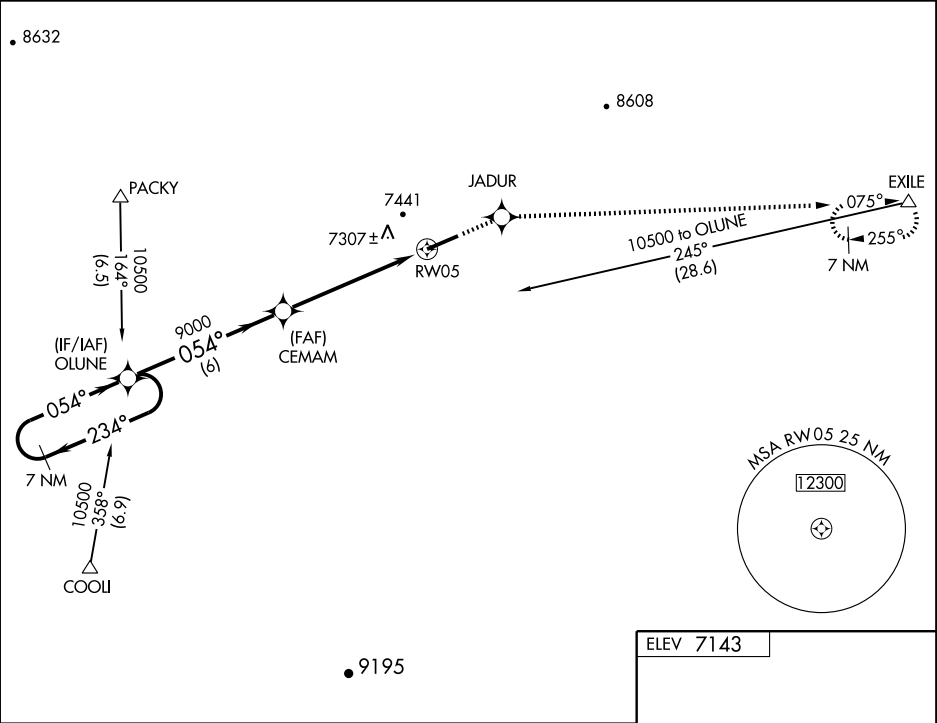
WAAS CH 78302 W05A	APP CRS 054°	Rwy Idg TDZE Apt Elev	7300 7141 7143
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RNAV (GPS) RWY 5

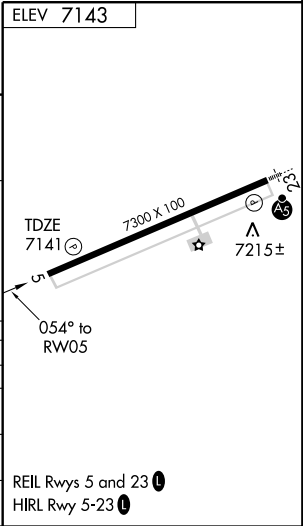
EVANSTON-UINTA COUNTY BURNS FIELD (E V W)

▼ If local altimeter setting not received, procedure NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -29°C (-20°F) or above 34°C (94°F). DME/DME RNP- 0.3 NA.	MISSED APPROACH: Climb to 12000 direct JADUR and via 075° track to EXILE and hold, continue climb-in-hold to 12000.
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ASOS 120.0	SALT LAKE CENTER 127.7 354.125	GCO 121.72	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		7391-3/4	250 (300-3/4)	
LNAV/VNAV DA		7643-13/4	502 (500-13/4)	
LNAV MDA		7440-1	299 (300-1)	
CIRCLING	7580-13/4 437 (500-13/4)	7720-13/4 577 (600-13/4)	7760-13/4 617 (700-13/4)	7760-2 617 (700-2)



WAAS CH 77905 W23A	APP CRS 234°	Rwy Idg 7300 TDZE 7143 Apt Elev 7143
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RNAV (GPS) RWY 23

EVANSTON-UINTA COUNTY BURNS FIELD (EVW)

T For inoperative MALSR, increase LPV all Cats. visibility to 1, LNAV/VNAV Cat. D to 1 and LNAV Cat. D to 1½.
When local altimeter setting not received, procedure NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -29°C (-20°F) or above 34°C (93°F). DME/DME RNP: 0.3 NA.

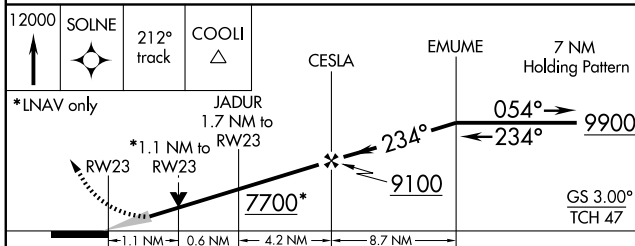
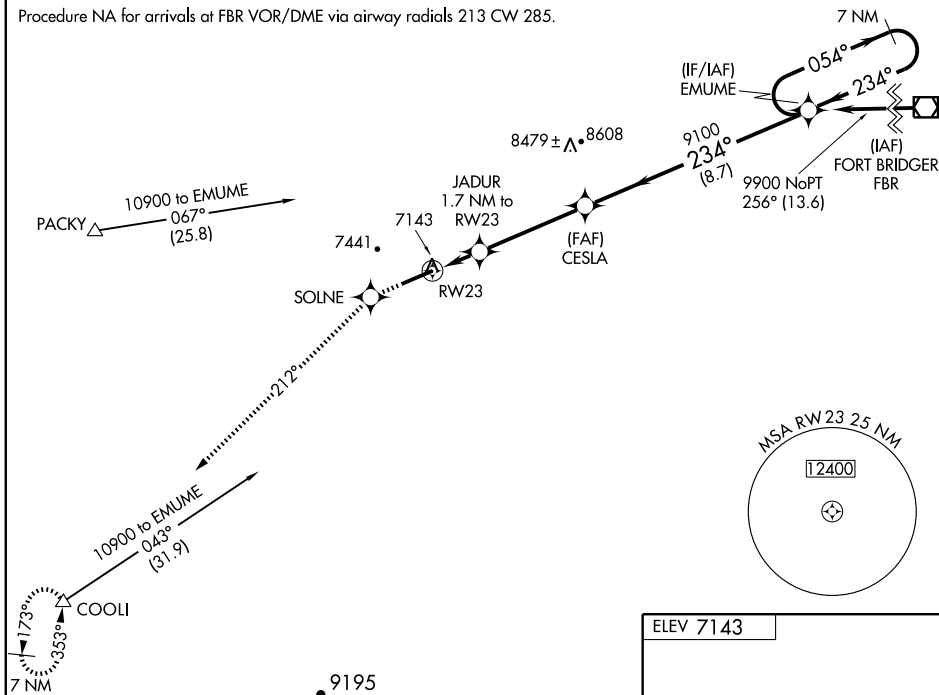
MALSR



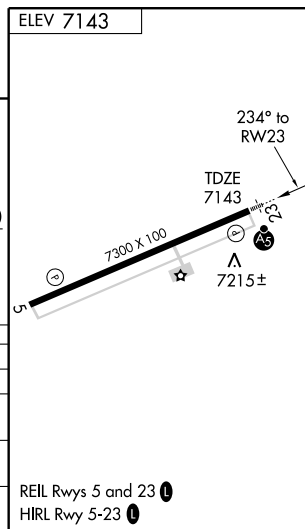
MISSED APPROACH: Climb to 12000 direct SOLNE and via 212° track to COOL and hold, continue climb-in-hold to 12000.

ASOS 120.0	SALT LAKE CENTER 127.7 354.125	GCO 121.72	UNICOM 123.0 (CTAF) 0
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Procedure NA for arrivals at FBR VOR/DME via airway radials 213 CW 285.



CATEGORY		A	B	C	D
LPV	DA	7393-½ 250 (300-½)			
LNAV/ VNAV	DA	7443-½	300 (300-½)	7443-¾ 300 (300-¾)	
LNAV	MDA	7520-½ 377 (400-½)			7520-1 377 (400-1)
CIRCLING		7580-1 437 (500-1)	7720-1 577 (600-1)	7760-1¾ 617 (700-1¾)	7760-2 617 (700-2)



VOR/DME EVW 109.6 Chan 33	APP CRS 044°	Rwy Idg TDZE Apt Elev	7300 7141 7143
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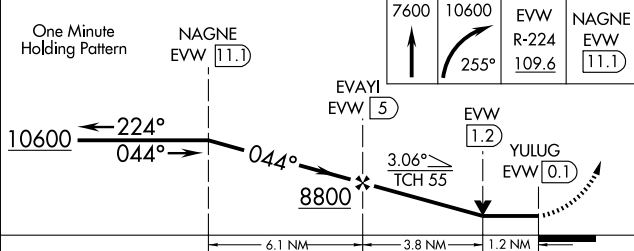
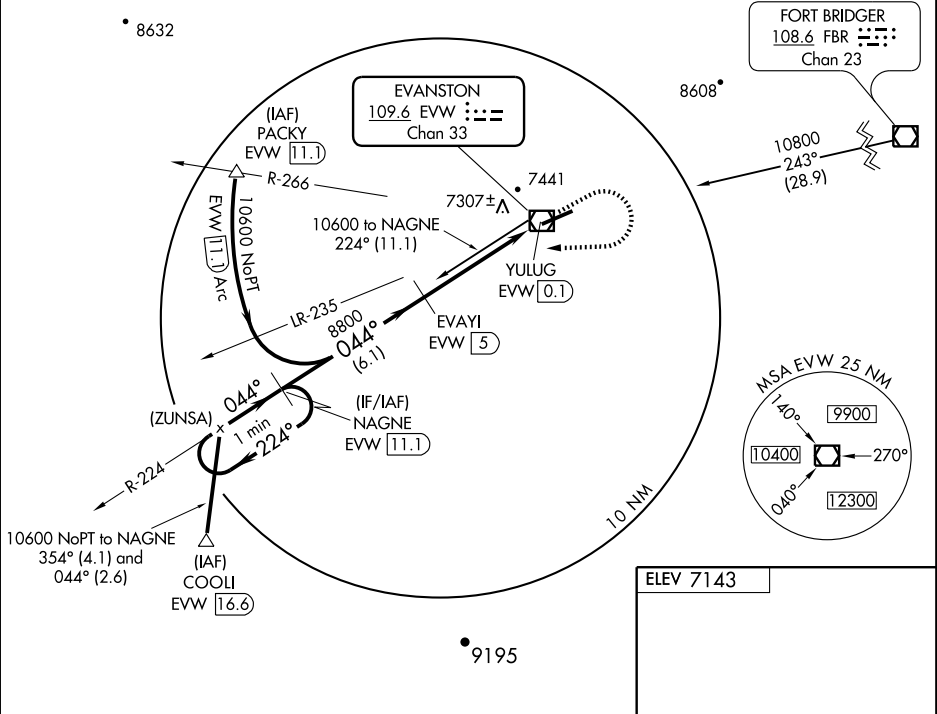
VOR/DME RWY 5

EVANSTON-UINTA COUNTY BURNS FIELD (E V W)

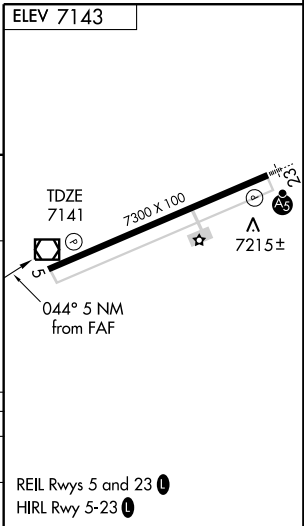
If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 7600, then climbing right turn to 10600 via heading 255° and EVW VOR/DME R-224 to NAGNE/11.1 DME and hold, continue climb-in-hold to 10600.

ASOS 120.0	SALT LAKE CENTER 127.7 354.125	GCO 121.72	UNICOM 123.0 (CTAF) 1
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CATEGORY	A	B	C	D
S-5	7560-1 419 (500-1)	7560-1 ¼ 419 (500-1 ¼)		
CIRCLING	7580-1 437 (500-1)	7720-1 577 (600-1)	7760-1 ¾ 617 (700-1 ¾)	7760-2 617 (700-2)



REIL Rwy 5 and 23 **1**
HIRL Rwy 5-23 **1**

VOR/DME EVW	APP CRS	Rwy Idg	7300
109.6	237°	TDZE	7143
Chan 33		Apt Elev	7143

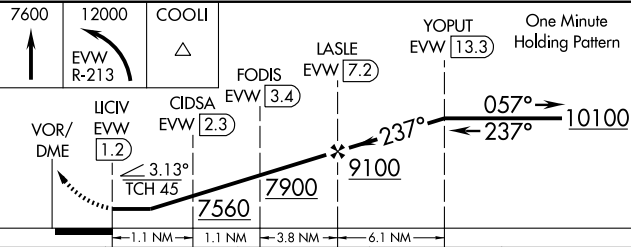
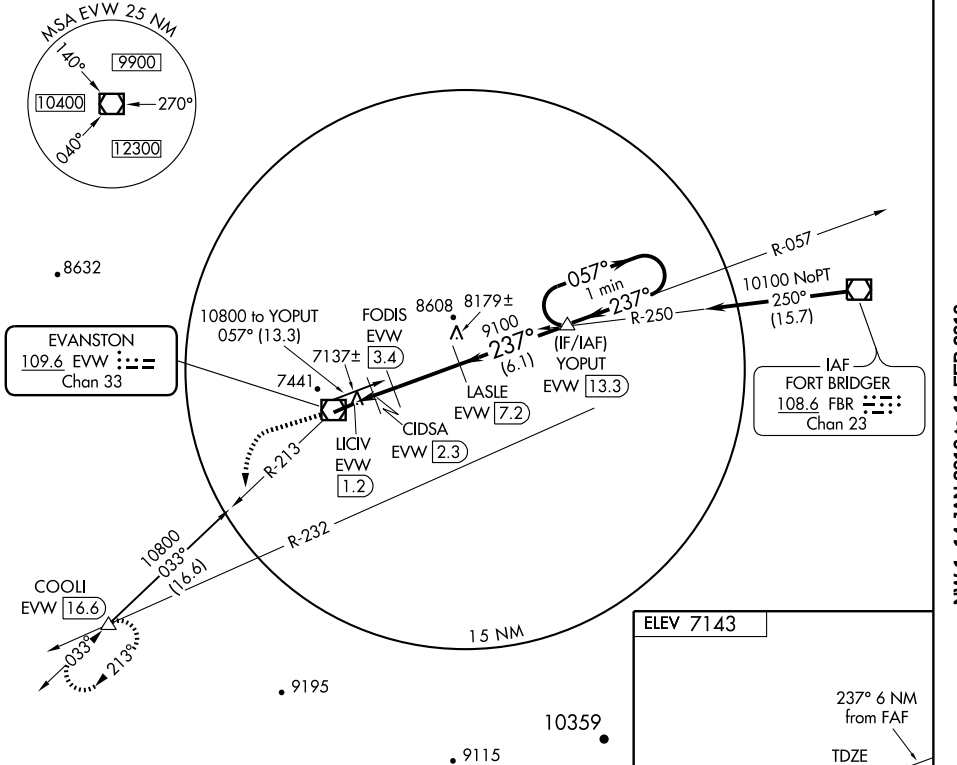
For inoperative MALS, increase S-23 Cat. D visibility to 1 1/4 mile.
If local altimeter setting not received, procedure NA.

MALSR

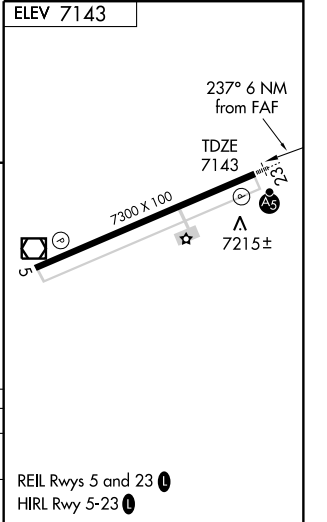
MISSED APPROACH: Climb to 7600 then climbing left turn to 12000 via EVW VOR/DME R-213 to COOLI/16.6 DME and hold, continue climb-in-hold to 12000.

ASOS 120.0	SALT LAKE CENTER 127.7 354.125	GCO 121.72	UNICOM 123.0 (CTAF)
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Procedure NA for arrivals at FBR VOR/DME via airway radials 213 CW 285.



CATEGORY	A	B	C	D
S-23	7500-1/2 357 (400-1/2)			7500-1 357 (400-1)
CIRCLING	7580-1 437 (500-1)	7720-1 577 (600-1)	7760-1 3/4 617 (700-1 3/4)	7760-2 617 (700-2)



NW-1. 14 JAN 2010 to 11 FEB 2010

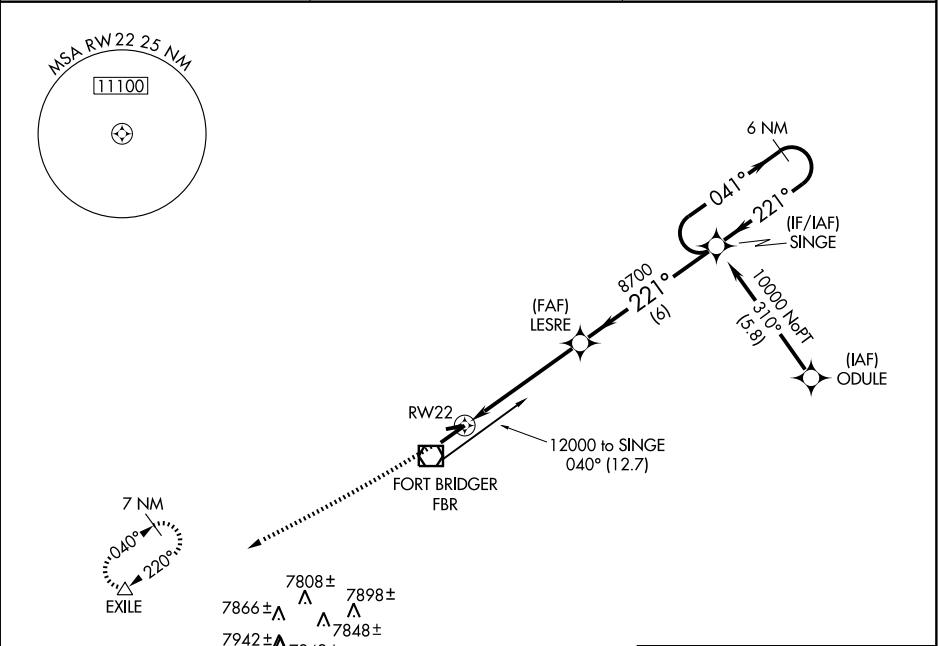
APP CRS	Rwy Idg	6402
221°	TDZE	7018
	Apt Elev	7034

RNAV (GPS) RWY 22

FORT BRIDGER (FBR)

NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA	MISSED APPROACH: Climbing right turn to 12000 direct EXILE WP and hold.
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AWOS-1 118.8	CASPER RADIO 122.3	UNICOM 122.8 (CTAF) 0
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7942±

△ 8060±

12000 	EXILE △				
 RW22 1.1 NM to RW22 ≤ 3.07° TCH 40° 8700		LESRE	SINGE	6 NM Holding Pattern 041° → ← 221° 10000 VGSi and descent angles not coincident.	
1.1 NM		4 NM	6 NM		
CATEGORY	A	B	C	D	
LNAV MDA	7360-1 342 (400-1)			7360-1 ¼ 342 (400-1 ¼)	
CIRCLING	7480-1 446 (500-1)	7500-1 466 (500-1)	7500-1 ½ 466 (500-1 ½)	7600-2 566 (600-2)	

ELEV 7034

221° to RW22

7099±△

3600 X 50

24

6402 X 80

0.5% UP

TDZE 7018

REIL Rwy 22 0

MIRL Rwy 4-22 0

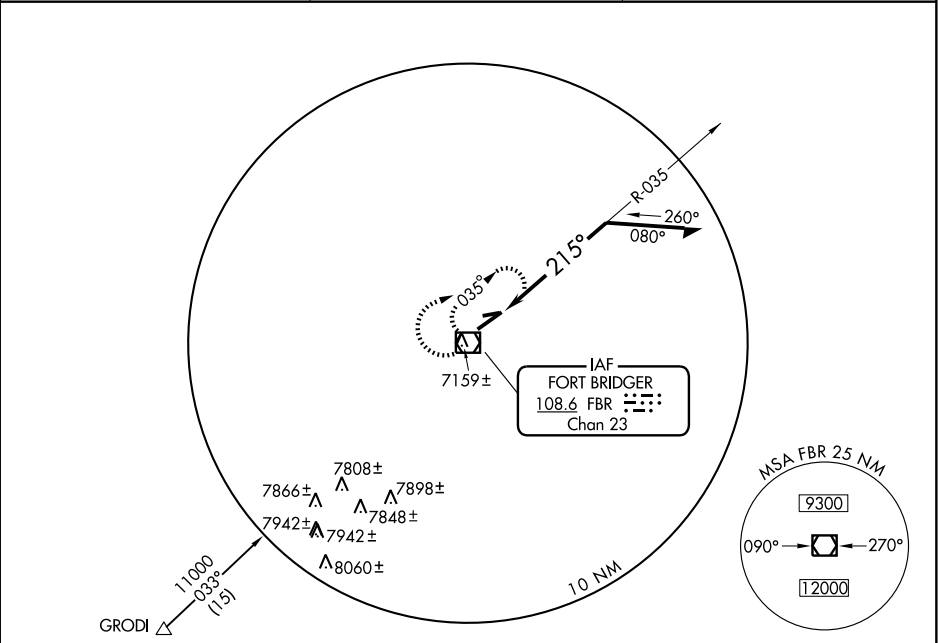
VOR RWY 22
FORT BRIDGER (FBR)

VOR/DME FBR	APP CRS	Rwy Idg	6402
108.6	215°	TDZE	7018
Chan 23		Apt Elev	7034

NA If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climbing right turn to 9000 in FBR VOR/DME holding pattern.

AWOS-1 118.8	CASPER RADIO 122.3	UNICOM 122.8 (CTAF) 0
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ELEV 7034

9000	FBR
	108.6

VOR/DME*

Remain within 10 NM

035°

215°

8500

*Maintain 8700 or above until established outbound for procedure turn.

CATEGORY	A	B	C	D
S-22	7440-1	422 (500-1)	7440-1 ¼	422 (500-1 ¼)
CIRCLING	7480-1 446 (500-1)	7500-1 466 (500-1)	7500-1 ½ 466 (500-1 ½)	7600-2 566 (600-2)

REIL Rwy 22 0

MIRL Rwy 4-22 0

LOC/DME I-LLT	APP CRS	Rwy Idg	7500
110.1	338°	TDZE	4365
Chan 38		Apt Elev	4365

For inoperative MALS, increase S-LOC Cat A, and GILYE FIX MINIMUMS S-LOC Cat A/B visibilities to 1.

Inoperative table does not apply to S-ILS 34.

When VGSI inoperative, circling Rwy 3 NA at night.

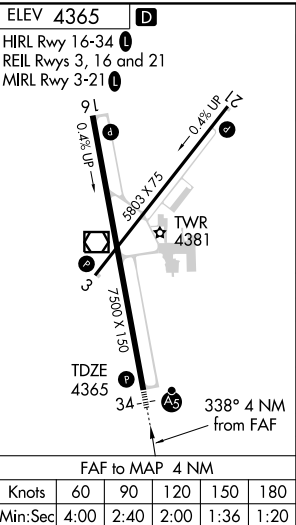
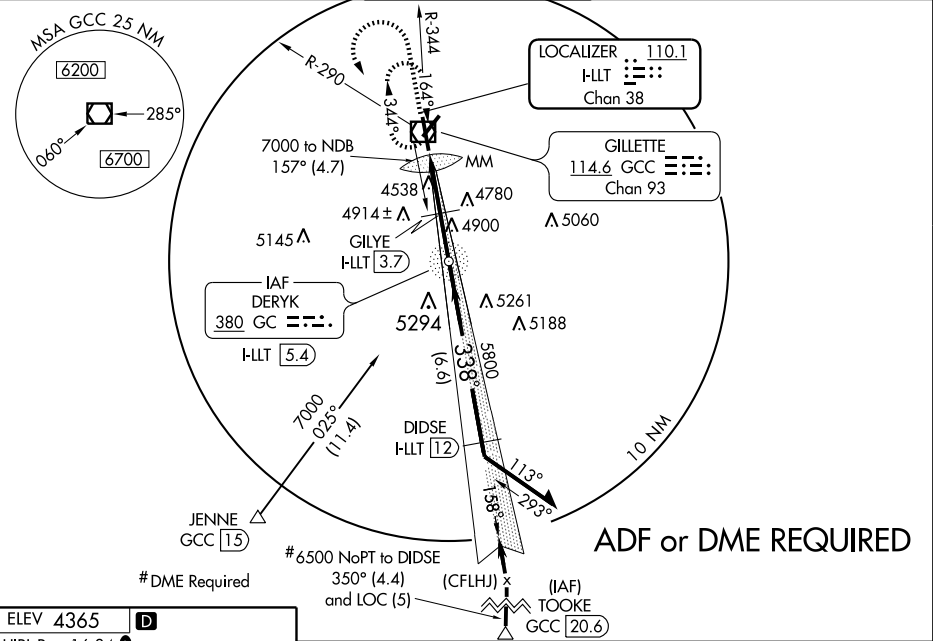
If local altimeter setting not received, procedure NA.

ADF or DME required.

MALS

MISSED APPROACH: Climb to 5700 then climbing left turn to 7000 via heading 150° and GCC VOR/DME R-290 to GCC VOR/DME and hold, continue climb-in-hold to 7000.

ASOS	DENVER CENTER	GILLETTE TOWER*	GND CON	UNICOM
124.175	135.6 363.025	118.5 (CTAF) 0	121.7	122.95



5700	7000	GCC R-290 114.6	GCC 114.6	DERYK NDB I-LLT 5.4	Remain within 10 NM
150°					VGSI and ILS glidepath not coincident.
Use I-LLT DME when on LOC course					
I-LLT 1.4	MM	I-LLT 3	GILYE I-LLT 3.7	5706	158°
* LOC only				5200*	338°
0.4	1.2	0.7	1.7 NM	5800	6600
GS 3.00° TCH 47					
CATEGORY	A	B	C	D	
S-ILS 34	4565-¾ 200 (200-¾)				
S-LOC 34	5200-¾ 835 (900-¾)	5200-2 835 (900-2)	5200-2½ 835 (900-2½)	5280-3 915 (1000-3)	
CIRCLING	5200-1 835 (900-1)	5200-1½ 835 (900-1½)	5200-2½ 835 (900-2½)	5280-3 915 (1000-3)	
GILYE FIX MINIMUMS					
S-LOC 34	4940-¾ 575 (600-¾)	4940-1 575 (600-1)	4940-1½ 575 (600-1½)	5280-3 915 (1000-3)	
CIRCLING	5040-1 675 (700-1)	5120-2½ 755 (800-2½)	5280-3 915 (1000-3)		

▼

DME/DME RNP- 0.3 NA. Baro-VNAV NA below -23°C (-9°F).

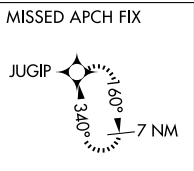
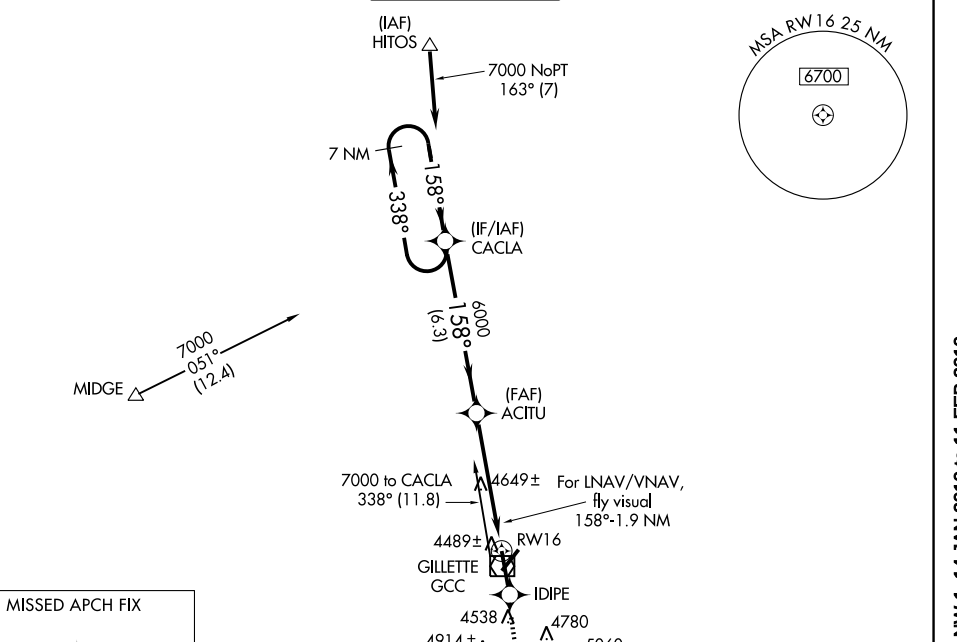
▲

If local altimeter setting not received, procedure NA.

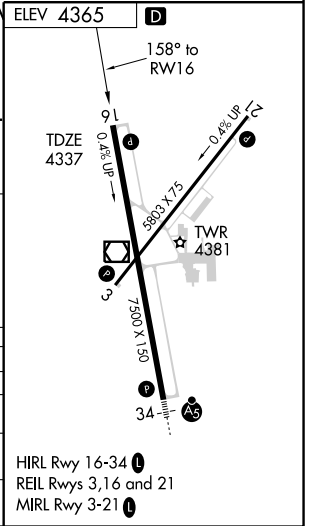
When VGSI inoperative, circling Rwy 3 NA at night.

MISSED APPROACH: Climb to 7000 direct IDIPE and via 161° track to JUGIP and hold.

ASOS 124.175	DENVER CENTER 135.6 363.025	GILLETTE TOWER ★ 118.5 (CTAF) 0	GND CON 121.7	UNICOM 122.95
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7 NM Holding Pattern		CACLA	*LNAV only		7000 	IDIPE 	161° track	JUGIP 
7000 ← 338° 158° →			ACITU		*1.6 NM to RW16		For LNAV/VNAV, Fly visual, 158°-1.9 NM	
GS 3.00° TCH 45°			6000		RW16			
		6.3 NM	3.4 NM		1.6			
CATEGORY	A	B	C	D				
LPV DA	4660-1¼		323 (300-1¼)					
LNAV/ VNAV DA	4980-2		643 (700-2)					
LNAV MDA	4900-1	563 (600-1)	4900-1½ 563 (600-1½)		4900-1¾ 563 (600-1¾)			
CIRCLING	5040-2¼	675 (700-2¼)	5120-2¼ 755 (800-2¼)		5280-3 915 (1000-3)			



WAAS

Chan **86204**

W34A

APP CRS

338°

Rwy Idg

TDZE

Apt Elev

7500

4365

4365

▼

▲

Inoperative table does not apply to LPV and LNAV/VNAV. For inoperative MALSR, increase LNAV Cat A visibility to 1. When VGSI inoperative, Circling Rwy 3 NA at night. If local altimeter setting not received, procedure NA. DME/DME RNP- 0.3 NA. Baro-VNAV NA below -23°C (-9°F)

MALSR

MISSED APPROACH: Climb to 7000 direct ACITU and via 261° track to MIDGE and hold.

ASOS 124.175	DENVER CENTER 135.6 363.025	GILLETTE TOWER★ 118.5 (CTAF)	GND CON 121.7	UNICOM 122.95
------------------------	---------------------------------------	--	-------------------------	-------------------------

ELEV **4365**

HIRL Rwy 16-34

REIL Rws 3,16 and 21

MIRL Rwy 3-21

TDZE
4365

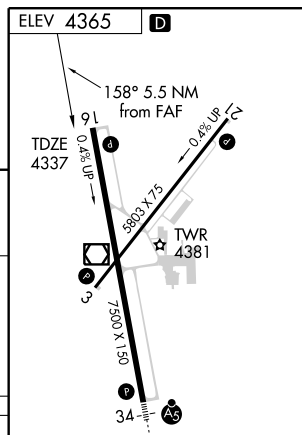
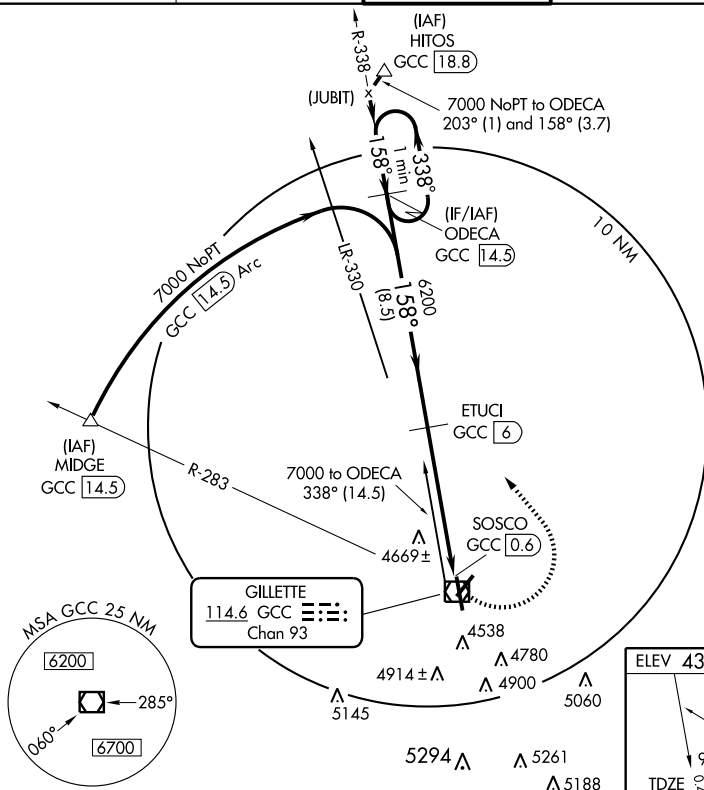
34

338° to
RW34

7000	ACITU	261° track	MIDGE	VGSI and RNAV glidepath not coincident	7 NM Holding Pattern
For LNAV/VNAV, fly visual 338°-3.3 NM	HIBOL 2.5 NM to RW34	OBURE	FEKIX		
2.5 NM	1.8 NM	8.3 NM			
CATEGORY	A	B	C	D	
LPV	DA	4620- ³ / ₄	255 (300- ³ / ₄)		
LNAV/VNAV	DA	5480-2 1115 (1200-2)	5480-3 1115 (1200-3)		
LNAV	MDA	5120- ³ / ₄ 755 (800- ³ / ₄)	5120-1 ³ / ₄ 755 (800-1 ³ / ₄)	5120-2 755 (800-2)	
CIRCLING		5480-4 1115 (1200-4)			

NW-1. 14 JAN 2010 to 11 FEB 2010

MISSED APPROACH: Climbing left turn to 7000 via heading 308° and GCC R-338 to ODECA/14.5 DME and hold.

UNICOM
122.95

JAN 14 2010 to 11 FEB 2010

ODECA
GCC 14.5

ETUCI

7000

GCC

ODECA

GC

VOR/DME

90

$$\underline{3.12^\circ}$$

2.

GCC

VGSI and descent angles

not coincident

[illegible]

2 NM $\rightarrow$

6 NM

CATEGORY

A

C

--	--

S-16

4920

583 (600-1)

4920

492

CIRCLING

5040

575 (700-1)

5120

(A)

HIRL Rwy 16-34 **L**

REIL Rwy's 3, 16 and 21

MIRL Rwy 3-21

VOR/DME GCC 114.6 Chan 93	APP CRS 334°	Rwy Idg TDZE Apt Elev 7500 4365 4365
---	------------------------	--

VOR/DME RWY 34

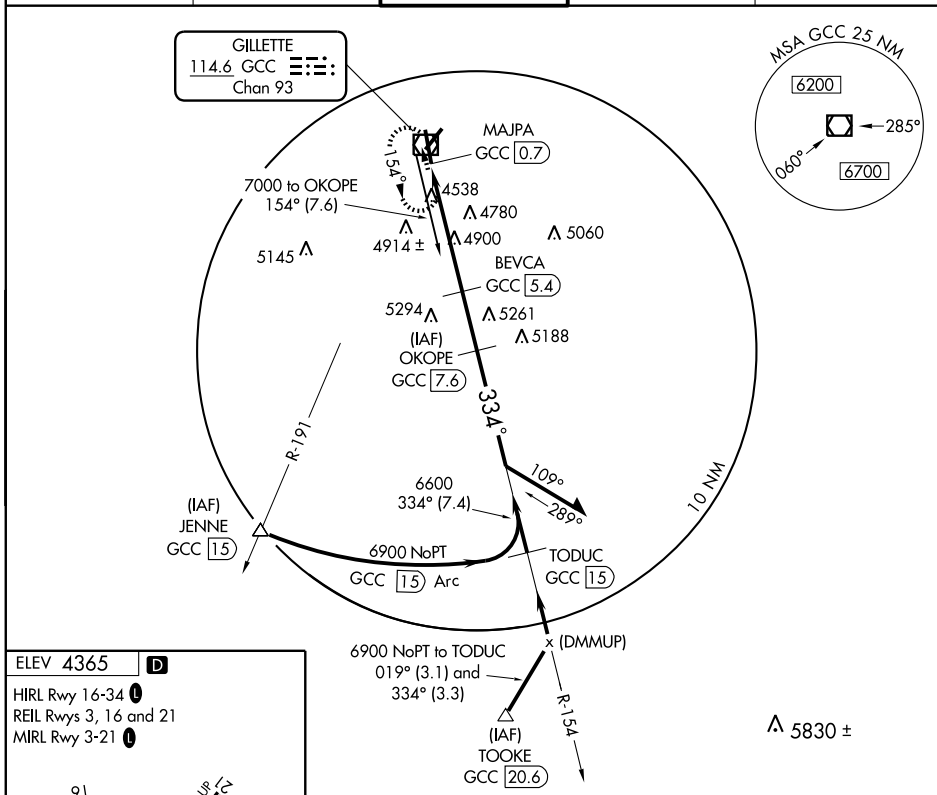
GILLETTE-CAMPBELL COUNTY (GCC)

- ▼** For inoperative MALS, increase S-34 Cat A visibility to 1.
▲ When VGSI inoperative, Circling Rwy 3 NA at night.
 If local altimeter setting not received, procedure NA.

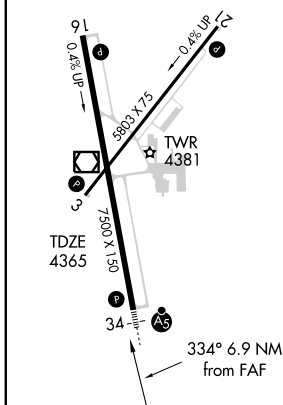


MALS MISSED APPROACH: Climb to 7000 via GCC VOR/DME R-154 to GCC VOR/DME and hold, continue climb-in-hold to 7000.

ASOS 124.175	DENVER CENTER 135.6 363.025	GILLETTE TOWER* 118.5 (CTAF) 0	GND CON 121.7	UNICOM 122.95
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ELEV 4365 **D**
 HIRL Rwy 16-34
 REIL Rwy 3, 16 and 21
 MIRL Rwy 3-21



7000 GCC R-154	GCC 114.6	OKOPE GCC [7.6]	BEVCA GCC [5.4]	6600 334°	6600 154°	6600	Remain within 10 NM
VOR/DME MAJPA GCC [0.7]	GCC [3]	5900 3.00° TCH 44	2.3 NM	2.4 NM	2.2 NM		
CATEGORY	A	B	C	D			
S-34	5200-¾ 835 (900-¾)	5200-2 835 (900-2)	5200-2 835 (900-2)	5200-2½ 835 (900-2½)			
CIRCLING	5200-1 835 (900-1)	5200-1¼ 835 (900-1¼)	5200-2½ 835 (900-2½)	5280-3 915 (1000-3)			

NDB GEY	APP CRS	Rwy Idg	6302
275	318°	TDZE	3913
		Apt Elev	3939

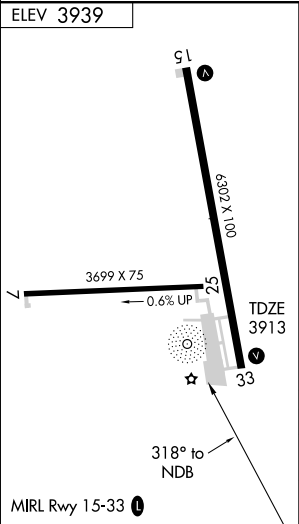
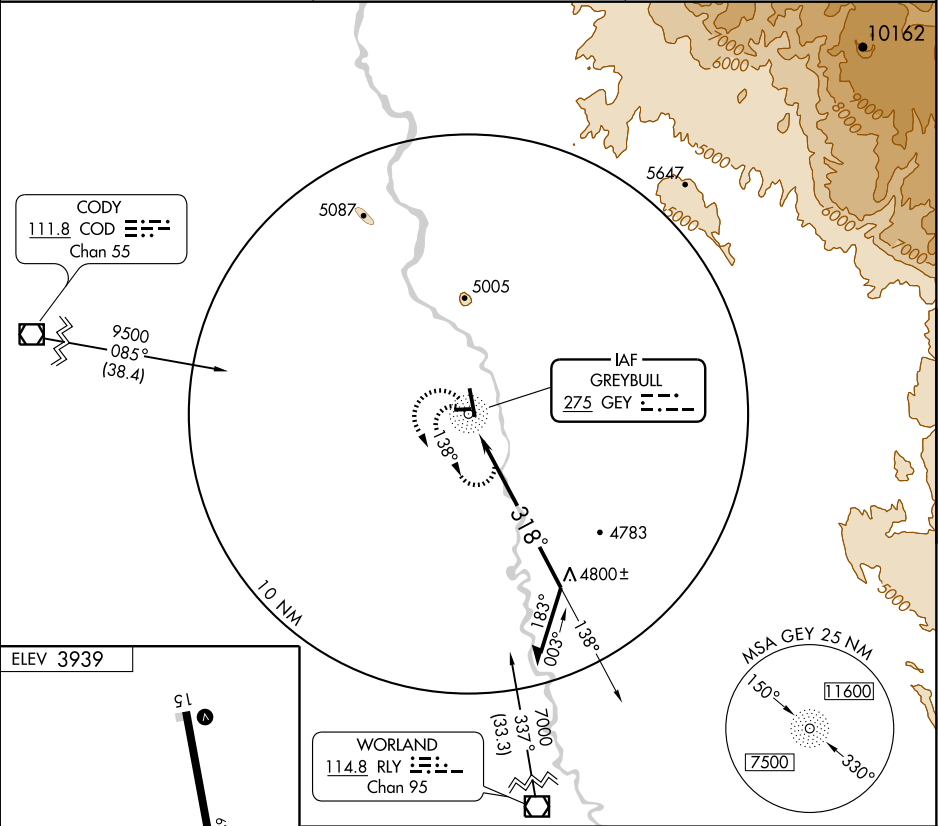
NDB RWY 33

GREYBULL/SOUTH BIG HORN COUNTY (GEY)

▼ If local altimeter setting not received, use Worland
altimeter setting and increase all MDAs 120 feet.
▲ NA Visibility reduction by helicopter NA.

MISSED APPROACH: Climbing left turn to 6500 in GEY NDB holding pattern.

ASOS	SALT LAKE CENTER	CTAF
135,325	133.25 285.6	122.9 0



6500	GEY	NDB	138°	6300	318°	Remain within 10 NM
275						
CATEGORY	A	B	C	D		
S-33	5200-1¼ 1287 (1300-1¼)	5200-1½ 1287 (1300-1½)	5200-3	1287 (1300-3)		
CIRCLING	5200-1¼ 1261 (1300-1¼)	5200-1½ 1261 (1300-1½)	5200-3	1261 (1300-3)		

RNAV (GPS)-A

GREYBULL/ SOUTH BIG HORN COUNTY (GEY)

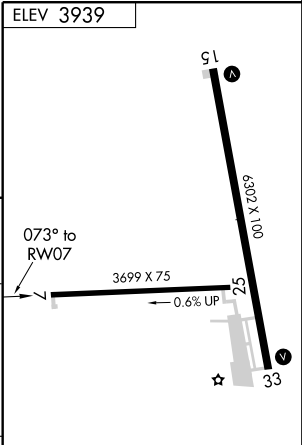
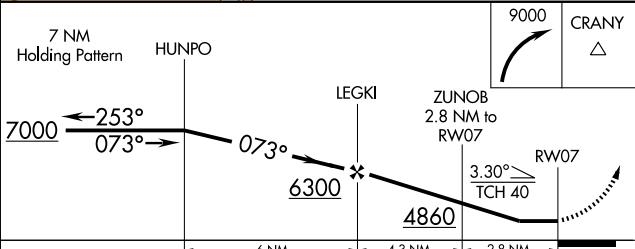
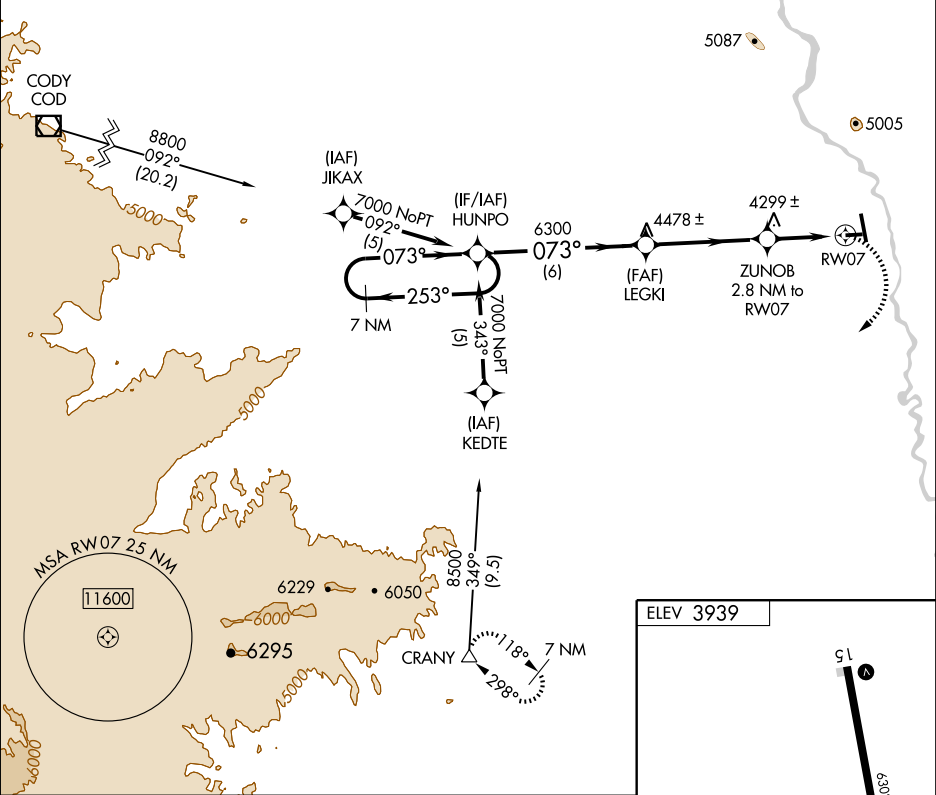
APP CRS	Rwy Idg	N/A
073°	TDZE	N/A
	Apt Elev	3939

DME/DME RNP -0.3 NA.
If local altimeter setting not received, use Worland Muni altimeter setting and increase all MDAs 120 feet.
Circling to Rwy 7/25 NA at night.

MISSED APPROACH: Climbing right turn to 9000 direct CRANY and hold, continue climb-in-hold to 9000.

ASOS 135.325	SALT LAKE CENTER 133.25 285.6	CTAF 122.9
-----------------	----------------------------------	---------------

Procedure NA for arrivals at COD VOR/DME via V85 northwest bound.



CATEGORY	A	B	C	D
CIRCLING	4560-1 621 (700-1)	4580-1 641 (700-1)	NA	

MRL Rwy 15-33

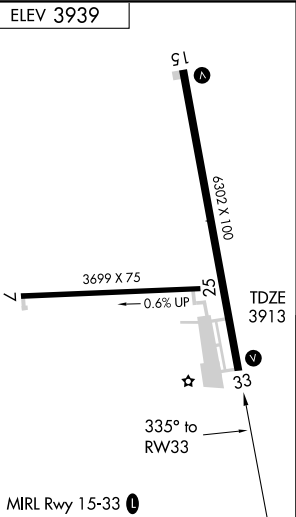
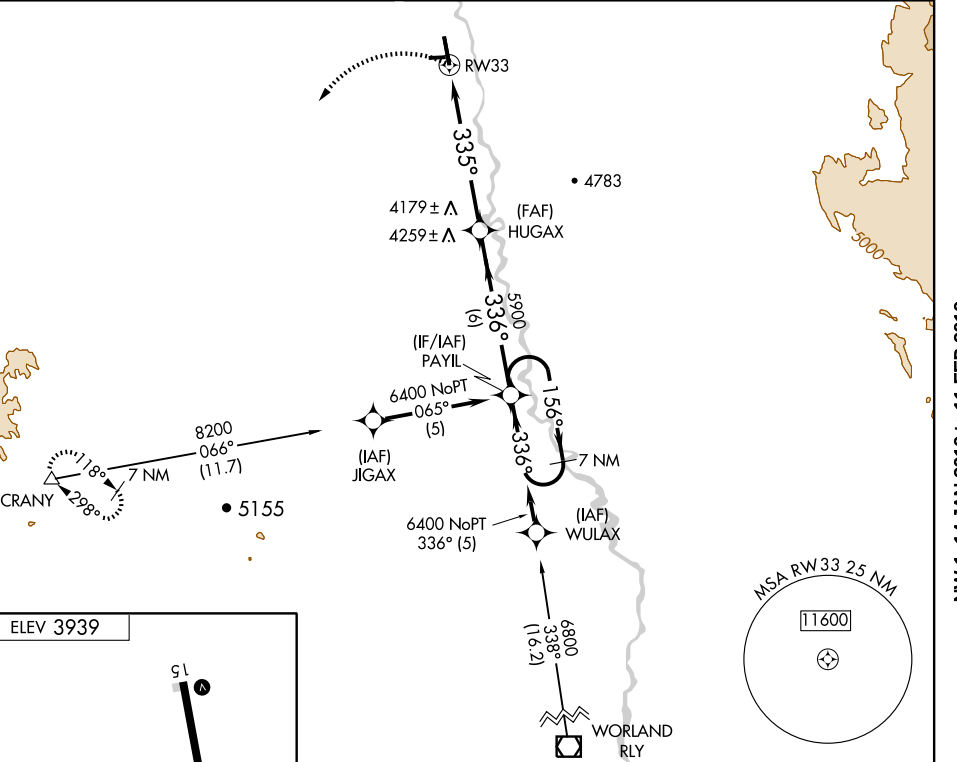
▼

▲

DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Worland Muni altimeter setting and increase all MDAs 120 feet.
VDP NA when using Worland altimeter setting.
Circling to Rwy 7/25 NA at night.

MISSED APPROACH: Climbing left turn to 9000 direct CRANY and hold, continue climb-in-hold to 9000.

ASOS 135.325	SALT LAKE CENTER 133.25 285.6	CTAF 122.9 0
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9000 		CRANY △		PAYIL 7 NM Holding Pattern	
 RW33 1.5 NM to RW33 		HUGAX 3.05° TCH 40 335° 5900		156° 336° 6400	
1.5		4.5 NM		6 NM	
CATEGORY	A		B	C	D
LNAV MDA	4440-1 527 (600-1)		4440-1½ 527 (600-1½)	4440-1¾ 527 (600-1¾)	
CIRCLING	4500-1 561 (600-1)	4580-1 641 (700-1)	4660-2 721 (800-2)	5040-3 1101 (1200-3)	

▼

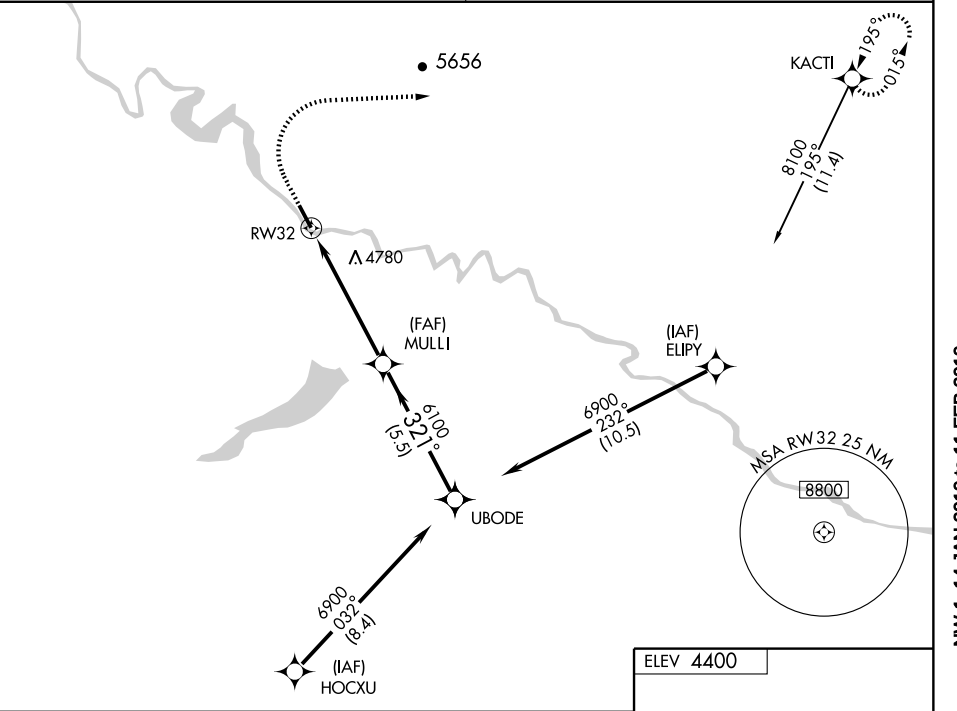
▲ NA

Obtain local altimeter setting on UNICOM, when not received use Scottsbluff, NE altimeter setting.
Descent angle NA when using Scottsbluff altimeter setting.

MISSED APPROACH: Climb to 5600 then climbing right turn to 8100 direct KACTI WP and hold.

DENVER CENTER
135.6 363.025

UNICOM
122.7 (CTAF) 1



5600

8100

KACTI

VGSI and descent angles not coincident.

UBODE

MULLI

321°

6100

6900

Procedure Turn NA

RW32

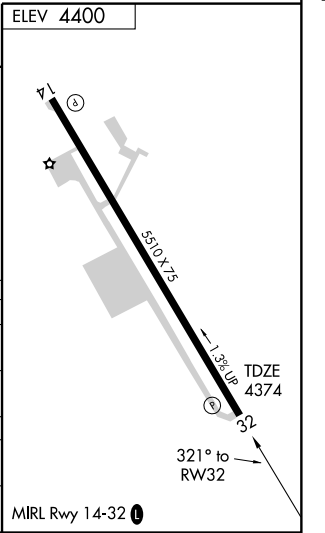
2.94°

TCH 54

5.5 NM

5.5 NM

CATEGORY	A	B	C	D
S-32	5040-1	666 (700-1)	5040-1¾ 666 (700-1¾)	5040-2 666 (700-2)
CIRCLING	5340-1¼ 940 (1000-1¼)	5340-1½ 940 (1000-1½)	5420-3	1020 (1100-3)
SCOTTSBLUFF, NE ALTIMETER SETTING MINIMUMS				
S-32	5240-1	866 (900-1)	5240-2¾	866 (900-2¾)
CIRCLING	5540-1¼ 1140 (1200-1¼)	5540-1½ 1140 (1200-1½)	5620-3	1220 (1300-3)



NDB GYZ
280

APP CRS
321°

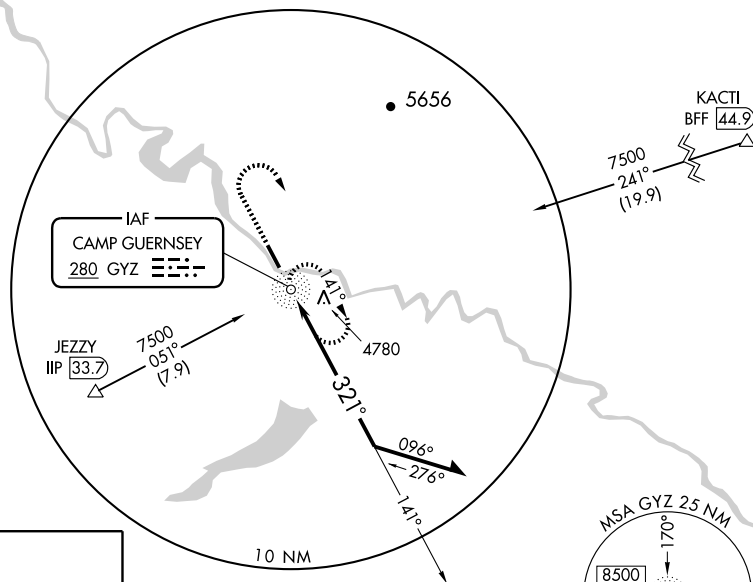
Rwy Idg	5510
TDZE	4374
Apt Elev	4400

NDB RWY 32

GUERNSEY/CAMP GUERNSEY (7V6)

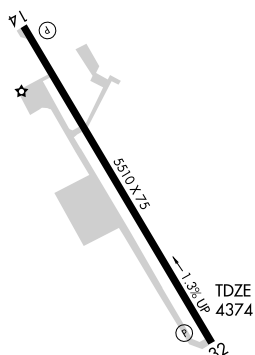
T When control tower closed obtain local altimeter setting on UNICOM,
A_{NA} when not received use Scottsbluff, NE altimeter setting and increase
all MDAs 200 feet and increase CATs B and C visibilities ¼ mile.

MISSED APPROACH: Climb to 5700 then climbing right turn to 7000 direct GYZ NDB and hold.

DENVER CENTER
135.6 363.025UNICOM
122.7 (CTAF) **L**

NW-1. 14 JAN 2010 to 11 FEB 2010

ELEV 4400



570

7000

GYZ

220

NDB

Remain
within 10 NM

-1410

6700

CATEGORY

A

B

C

D

622

Figure 1

5280-2^{3/4}

5280-3

5-52

5280-1¼

06 (900-1 1/4)

6 (900-23)

906 (900-3)

CIRCLING

5340-1¼

5340-1½

5420 3

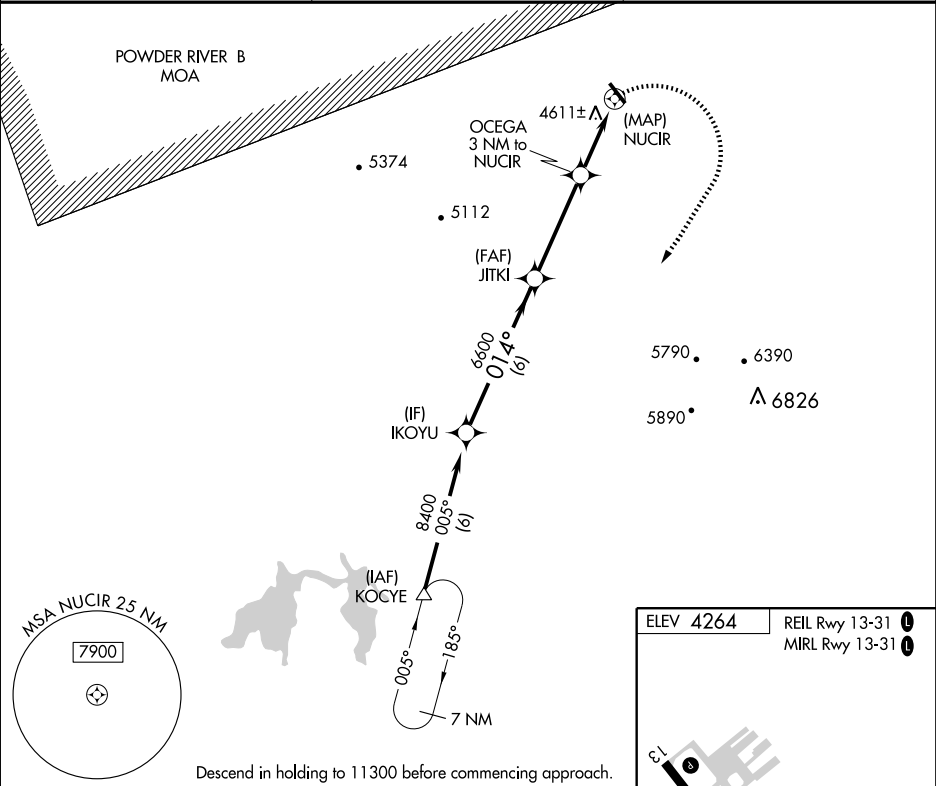
1020 (1100-2)

MIRL Rwy 14-32 **L**

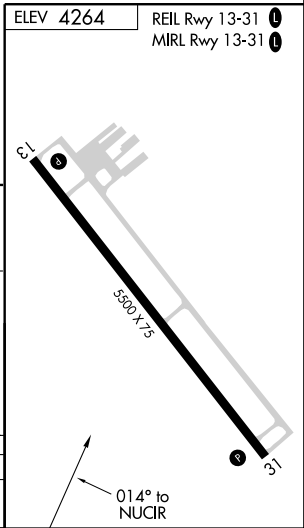
APP CRS	Rwy Idg	N/A
014°	TDZE	N/A
	Apt Elev	4264

Procedure NA at night. DME/DME RNP -0.3 NA. If local altimeter setting not received, use Gillette altimeter setting and increase all MDAs 120 feet.	MISSED APPROACH: Climbing right turn to 15000 direct KOCYE and hold, continue climb-in-hold to 15000.
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AWOS-3 128.755	DENVER CENTER 127.95 338.2	UNICOM 122.8 (CTAF)
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	IKOYU	JITKI	OCEGA 3 NM to NUCIR	NUCIR
	8400	6600	5620	
Procedure Turn NA	014°			
	6 NM	4 NM	3 NM	
CATEGORY	A	B	C	D
CIRCLING	4920-1 656 (700-1)	5060-1¼ 796 (800-1¼)	NA	

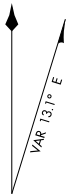


AIRPORT DIAGRAM

AL-504 (FAA)

JACKSON HOLE (JAC)
JACKSON, WYOMING

ATIS 120.625
JACKSON TOWER ★
118.075
GND CON
124.55



JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W

RWY 1-19
S75, D200, ST175, DT380

FIELD
ELEV
6451

186.4°

43°36.5'N

CONTROL
TOWER ★
6506

6300 X 150

TERMINAL

HANGARS

43°36'N

ELEV
6413

110°44.5'W

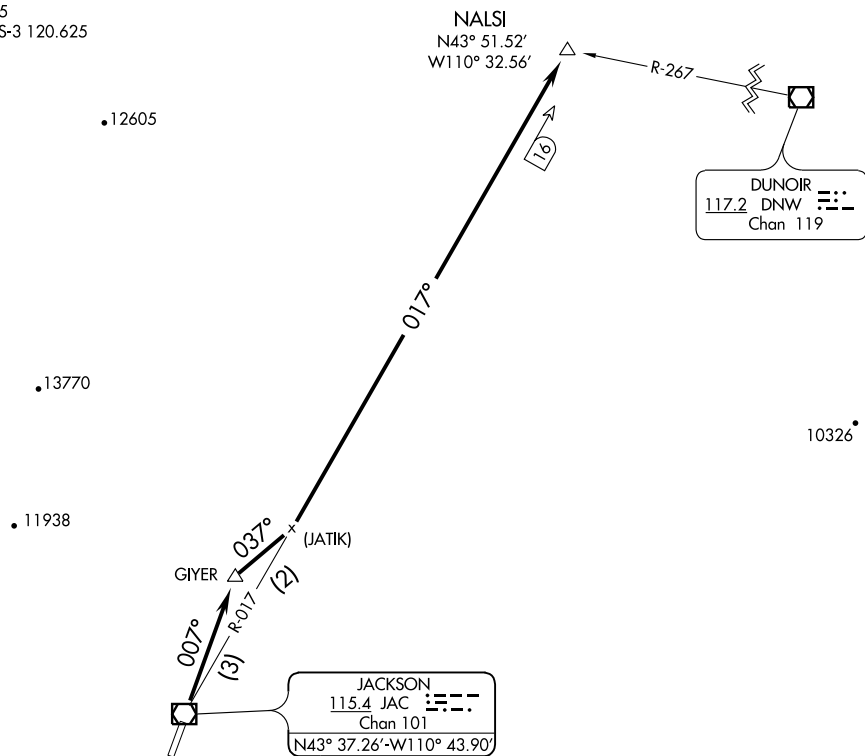
110°44'W

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS
IS REQUIRED.

NW-1. 14 JAN 2010 to 11 FEB 2010

GEYSER FOUR DEPARTURE (OBSTACLE)

SALT LAKE CENTER
133.25 285.6
CASPER RADIO
122.05
CTAF
118.075
UNICOM
122.95
AWOS-3 120.625

TAKE-OFF MINIMUMS

Rwy 1: Standard with minimum climb of 450' per NM to 14000, or 4400-3 for climb in visual conditions.

Rwy 19: Not authorized - ATC.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 1: Climb to 14000' via JAC R-007 to GYER/JAC 3 DME, then right turn heading 037° to intercept JAC R-017 to NALSI INT/JAC 16 DME; or for climb visual conditions: Cross JAC VOR/DME northbound at or above 10800 then climb to 14000 via JAC R-017 to NALSI INT/JAC 16 DME.

LOC/DME I-JAC 109.1 Chan 28	APP CRS 187°	Rwy Idg 6300 TDZE 6451 Apt Elev 6451
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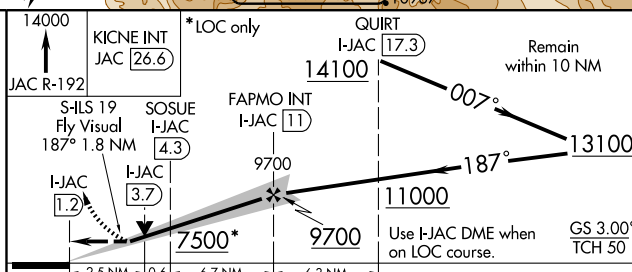
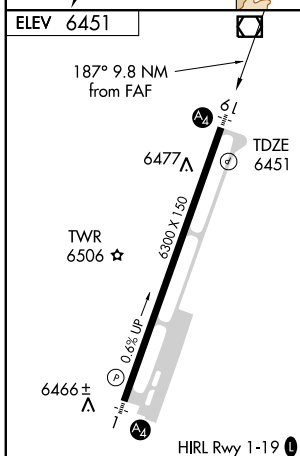
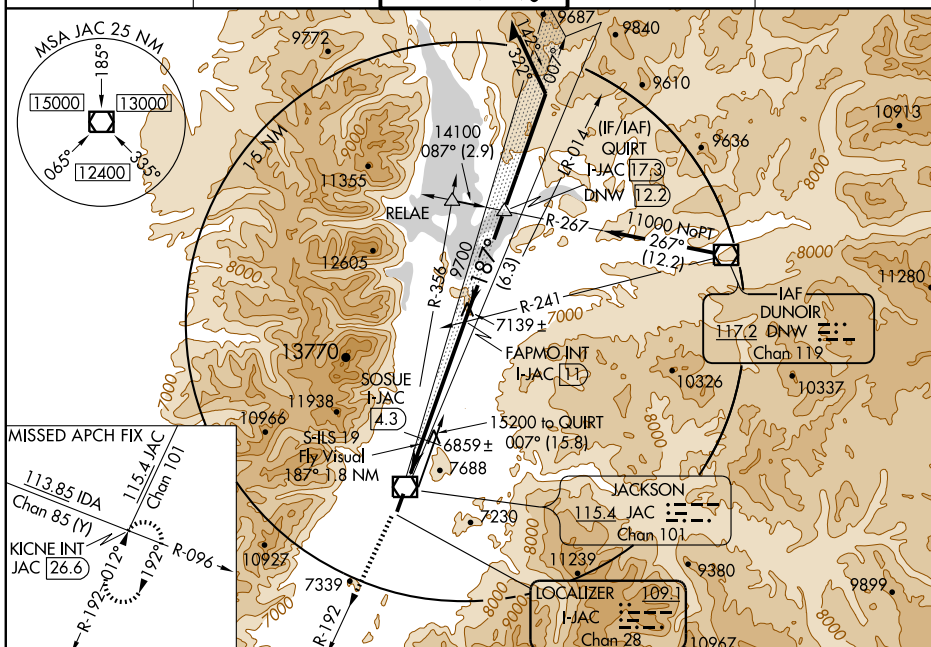
ILS or LOC Y RWY 19
JACKSON HOLE (JAC)

T	Inoperative table does not apply.
A NA	Circling NA east of Rwy 1-19.

MALS

MISSED APPROACH: Climb to 14000 via JAC VOR/DME R-192 to KICNE INT/JAC VOR/DME 26.6 DME and hold, continue climb-in-hold to 14000.

ATIS 120.625	SALT LAKE CENTER 133.25 285.6	JACKSON TOWER★ 118.075 (CTAF) 0	GND CON 124.55	UNICOM 122.95
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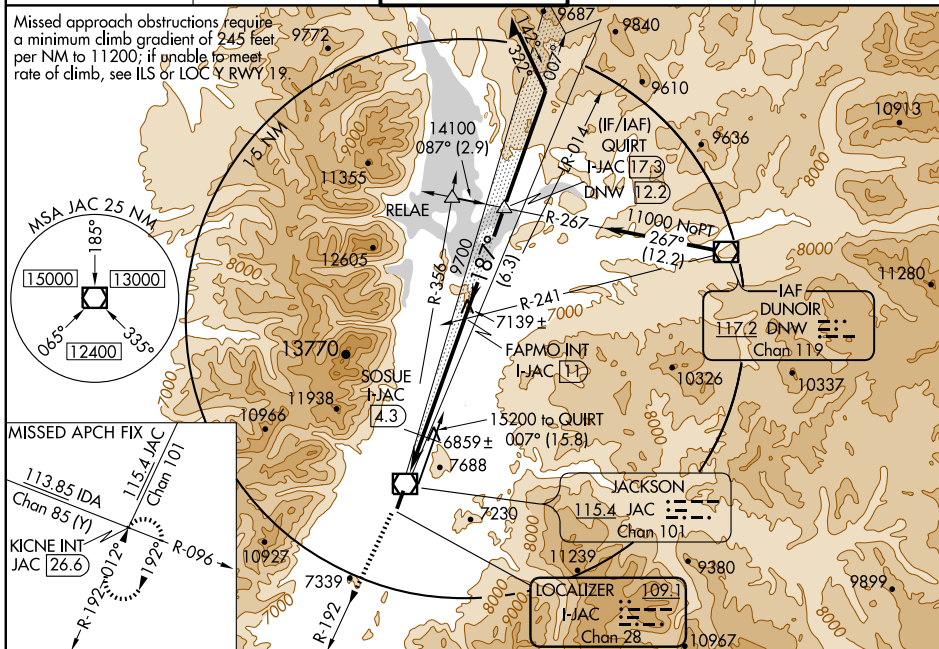


CATEGORY	A	B	C	D
S-ILS 19	7063-2 612 (700-2)			
S-LOC 19	7500-1¼ 1049 (1100-1¼)	7500-1½ 1049 (1100-1½)	7500-3	1049 (1100-3)
CIRCLING	7500-1¼ 1049 (1100-1¼)	7500-1½ 1049 (1100-1½)	7500-3	1049 (1100-3)
SOSUE FIX MINIMUMS				
S-LOC 19	7300-1 849 (900-1)	7300-1¼ 849 (900-1¼)	7300-2½ 849 (900-2½)	7300-2¾ 849 (900-2¾)
CIRCLING	7300-1 849 (900-1)	7300-1¼ 849 (900-1¼)	7300-2½ 849 (900-2½)	7300-2¾ 849 (900-2¾)

LOC/DME F-JAC <u>109.1</u> Chan 28	APP CRS 187°	Rwy Idg 6300 TDZE 6451 Apt Elev 6451
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ILS or LOC Z RWY 19
JACKSON HOLE (JAC)

 Inoperative table does not apply to S-LOC 19. Circling NA east of Rwy 1-19.			MISSED APPROACH: Climb to 14000 via JAC VOR/DME R-192 to KICNE INT/JAC VOR/DME 26.6 DME and hold, continue climb-in-hold to 14000.	
ATIS 120.625	SALT LAKE CENTER 133.25 285.6	JACKSON TOWER★ 118.075 (CTAF) 	GND CON 124.55	UNICOM 122.95



ELEV 6451

187° 9.8 NM from FAF

6477 Δ TDZE 6451

TWR 6506 $\star$

6466 $\pm$ Δ

6300 X 130

0.6% Up

HIRL Rwy 1-19

FAF to MAP 9.8 NM

CATEGORY	A	B	C	D
S-ILS 19	6651- $\frac{3}{4}$ 200 (200- $\frac{3}{4}$)			
S-LOC 19	7500-1 $\frac{1}{4}$ 1049 (1100-1 $\frac{1}{4}$)	7500-1 $\frac{1}{2}$ 1049 (1100-1 $\frac{1}{2}$)	7500-3	1049 (1100-3)
CIRCLING	7500-1 $\frac{1}{4}$ 1049 (1100-1 $\frac{1}{4}$)	7500-1 $\frac{1}{2}$ 1049 (1100-1 $\frac{1}{2}$)	7500-3	1049 (1100-3)

SOSUE FIX MINIMUMS

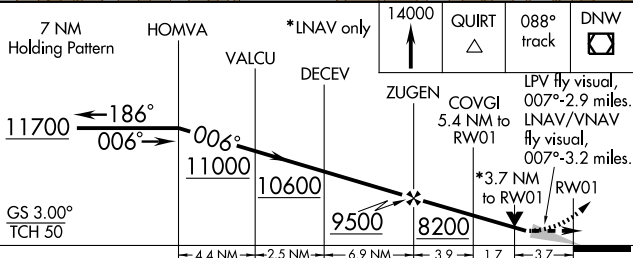
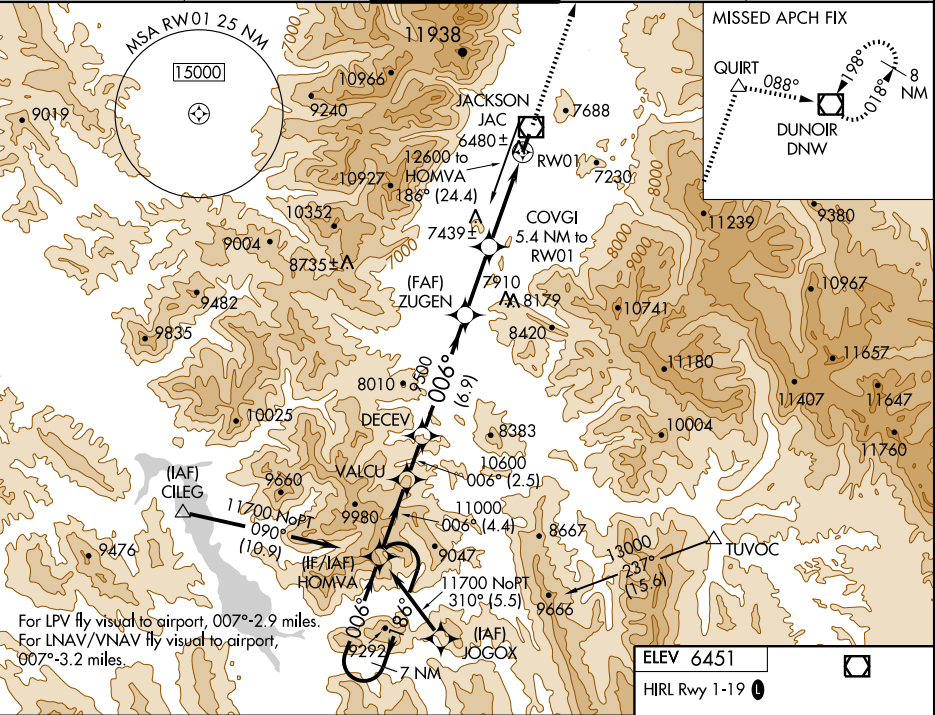
S-LOC 19	6840- $\frac{3}{4}$ 389 (400- $\frac{3}{4}$)	6840-1 $\frac{1}{4}$ 389 (400-1 $\frac{1}{4}$)
CIRCLING	6840-1 389 (400-1)	6920-1 469 (500-1)

WAAS CH 58299 W01A	APP CRS 006°	Rwy Idg TDZE Apt Elev	6300 6431 6451
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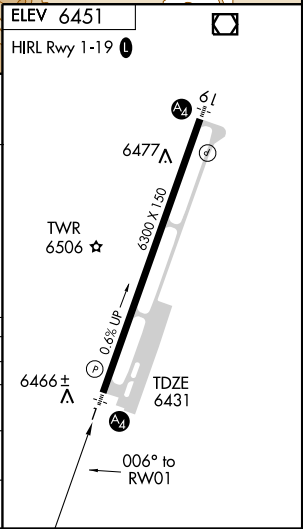
RNAV (GPS) X RWY 1
JACKSON HOLE (JAC)

⚠ Circling NA east of Rwy 1-19. Inoperative table does not apply. ⚠ If local altimeter setting not received, procedure NA. Baro-VNAV NA below -27°C (-16°F). DME/DME RNP-0.3 NA.	MALS 	MISSED APPROACH: Climb to 14000 direct QUILT and via 088° track to DNW VOR/DME and hold, continue climb-in-hold to 14000.
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ATIS 120.625	SALT LAKE CENTER 133.25 285.6	JACKSON TOWER* 118.075 (CTAF)	GND CON 124.55	UNICOM 122.95
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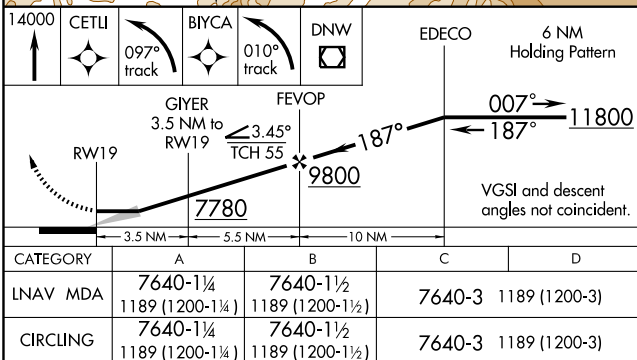
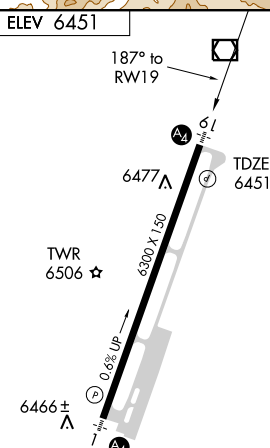
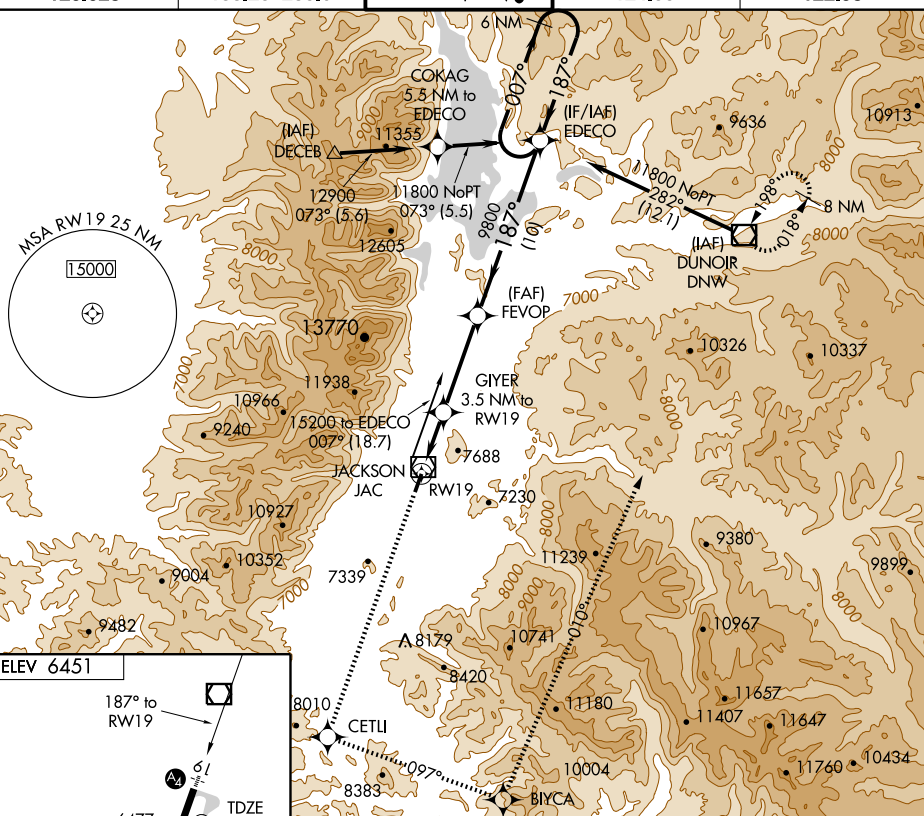


CATEGORY	A	B	C	D
LPV DA	7393-2 962 (1000-2)			
LNAV/VNAV DA	7470-2 1039 (1100-2)	7470-3 1039 (1100-3)		
LNAV MDA	7640-1¼ 1209 (1200-1¼)	7640-1½ 1209 (1200-1½)	7640-3 1209 (1200-3)	
CIRCLING	7640-1¼ 1189 (1200-1¼)	7640-1½ 1189 (1200-1½)	7640-3 1189 (1200-3)	



JACKSON HOLE (JAC)

MISSED APPROACH: Climb to 14000 direct CETI and left turn via 097° track to BIYCA and left turn via 010° track to DNW VOR/DME and hold.

UNICOM
122.95

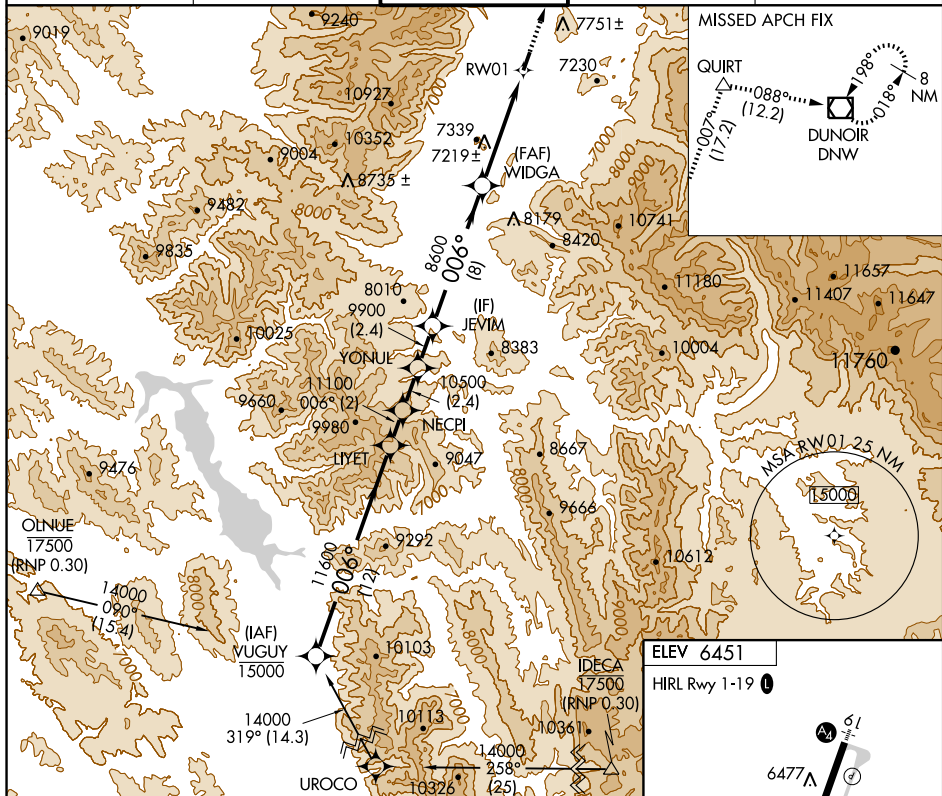
APP CRS	Rwy Idg	6300
006°	TDZE	6431
	Apt Elev	6451

RNAV (RNP) Y RWY 1

JACKSON HOLE (JAC)

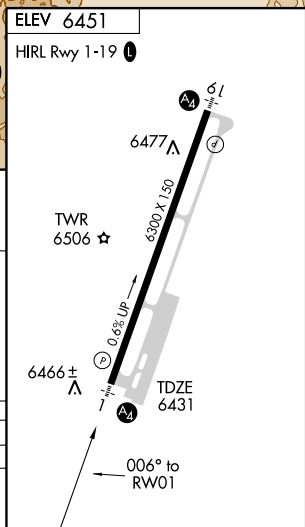
GPS required. For uncompensated Baro-VNAV systems, procedure NA below -28°C (-18°F) or above 36°C (97°F). Inoperative table does not apply. Visibility reduction by helicopters NA. When VGSI inoperative, procedure NA at night.	MAIS	MISSED APPROACH: Climb to 14000 via track 007° to QUIRT and via track 088° to DNW VOR/DME and hold, continue climb-in-hold to 14000.
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ATIS 120.625	SALT LAKE CENTER 133.25 285.6	JACKSON TOWER★ 118.075 (CTAF)	GND CON 124.55	UNICOM 122.95
------------------------	---	---	--------------------------	-------------------------



VUGUY	LIYET	NECPI	YONUL	JEVIM	WIDGA	RW01
14000	11600	11100	10500	9900	8600	
Procedure Turn NA						
GP 3.00°						
TCH 50						
	12 NM	2 NM	2.4	2.4	8 NM	6.6
CATEGORY	A	B	C	D		
RNP 0.3 DA	7364-4	933 (1000-4)				

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



APP CRS	Rwy Idg	6300
006°	TDZE	6431
	Apt Elev	6451

RNAV (RNP) Z RWY 1

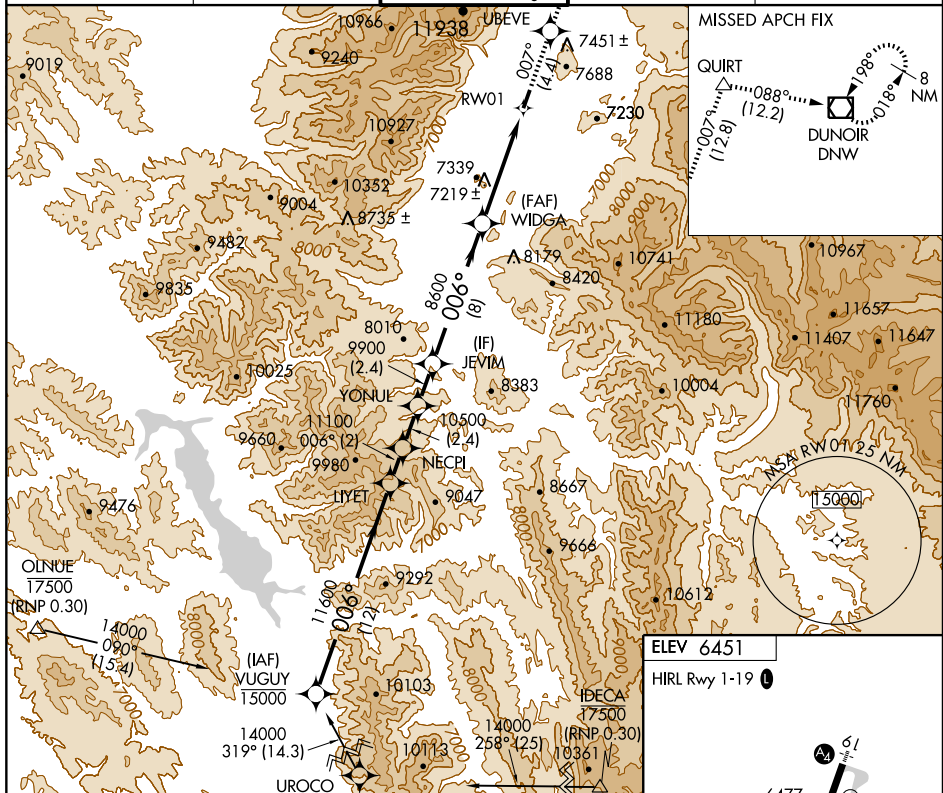
JACKSON HOLE (JAC)

GPS required. For uncompensated Baro-VNAV systems, procedure NA below -28°C (-18°F) or above 36°C (97°F). For inoperative MALS, increase RNP 0.30 visibility all cats to 1½. Visibility reduction by helicopters NA. When VGSI inoperative, procedure NA at night. Missed approach requires RNP less than 1.0 and minimum climb of 280 feet per NM to 8100; if unable, see RNAV (RNP) Y RWY 1.



MISSED APPROACH: Climb to 14000 via track 007° to UBEVE and via track 007° to QUIRT and via track 088° to DNW VOR/DME and hold, continue climb-in-hold to 14000.

ATIS 120.625	SALT LAKE CENTER 133.25 285.6	JACKSON TOWER★ 118.075 (CTAF)	GND CON 124.55	UNICOM 122.95
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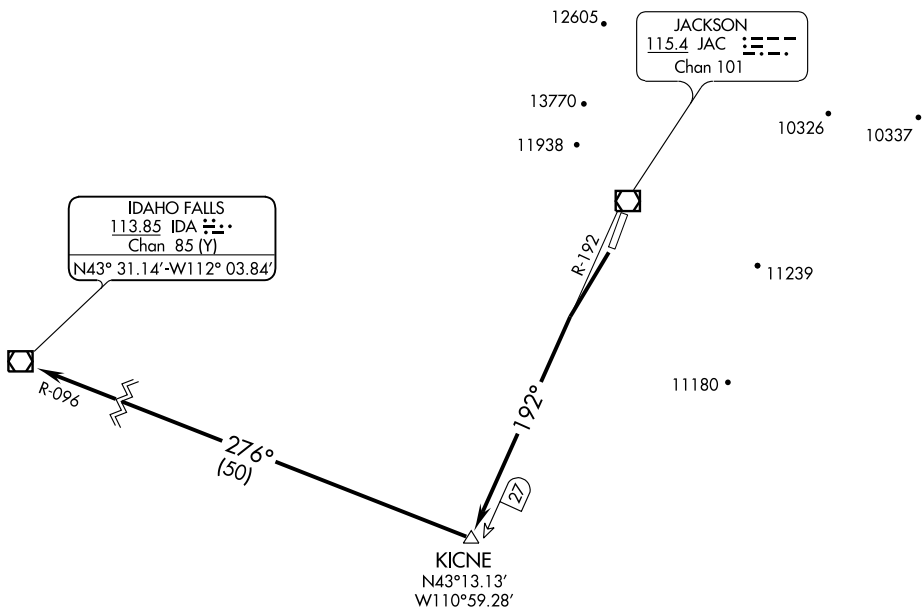
JACKSON HOLE (JAC)

MISSED APPROACH: Climb to 14000 via track 187° to NECPI and via track 096° to VECUR and via left turn on track 348° to DNW VOR/DME and hold.

122.95

[illegible]HIRL Rwy 1-19 **L**

SALT LAKE CENTER
133.25 285.6
CASPER RADIO
122.05
CTAF
118.075
UNICOM
122.95
AWOS-3 120.625



TAKE-OFF MINIMUMS:

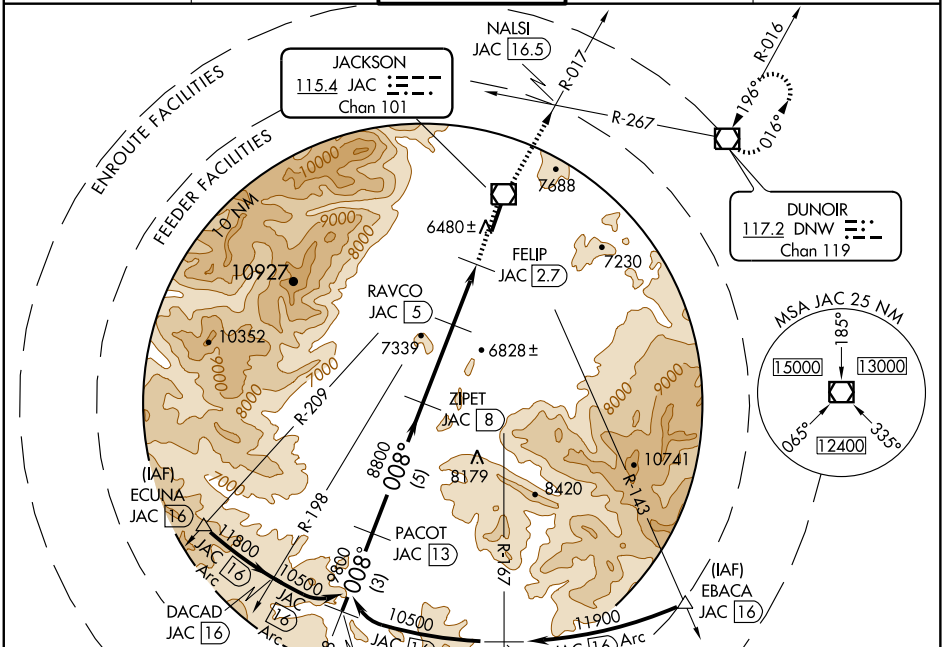
Rwy 19: Standard with minimum climb of 335' per NM to 14000 or 4400-3 for climb in visual conditions.
Rwy 1: Not authorized - ATC.

NOTE: Rwy 19, Bush 485 feet from departure end of runway, 513 feet right of centerline, 6428' MSL.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 19: Climb to 14000 via JAC R-192 to KICNE INT/JAC 27 DME, then right turn via IDA R-096 to IDA VOR/DME; or for climb in visual conditions: cross JAC VOR/DME southbound at or above 10800, then climb to 14000 via JAC R-192 to KICNE INT/JAC 27 DME, then right turn via IDA R-096 to IDA VOR/DME.

ATIS 120.625	SALT LAKE CENTER 133.25 285.6	JACKSON TOWER★ 118.075 (CTAF) 0	GND CON 124.55	UNICOM 122.95
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CATEGORY	A	B	C	D
S-1	7380-1½ 949 (1000-1½)	7380-2¾ 949 (1000-2¾)	7380-3 949 (1000-3)	
CIRCLING	7380-1½ 929 (1000-1½)	7380-2¾ 929 (1000-2¾)	7380-3 929 (1000-3)	

Procedure Turn NA
10500
008°
9800
8800
7720
6466 ±
VGSJ and descent angles not coincident
3 NM 5 NM 0.7 1.6 NM 1.3 NM

ODRÉE JAC 16
PACOT JAC 13
ZIPET JAC 8
RAVCO JAC 5
JAC 4.3
FELIP JAC 2.7
DNVW JAC 10
ELEV 6451
HIRL Rwy 1-19
TWR 6506
TDZE 6431
6300 X 150
0.6 NM
008° 6.6 NM from FAF

VOR/DME JAC <u>115.4</u> Chan 101	APP CRS 193°	Rwy Idg 6300 TDZE 6451 Apt Elev 6451
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VOR/DME RWY 19
JACKSON HOLE (JAC)

JACKSON HOLE (JAC)

T	Circling NA east of Rwy 1-19.
A	Inoperative table does not apply. If local altimeter setting not received, procedure NA.

MALS



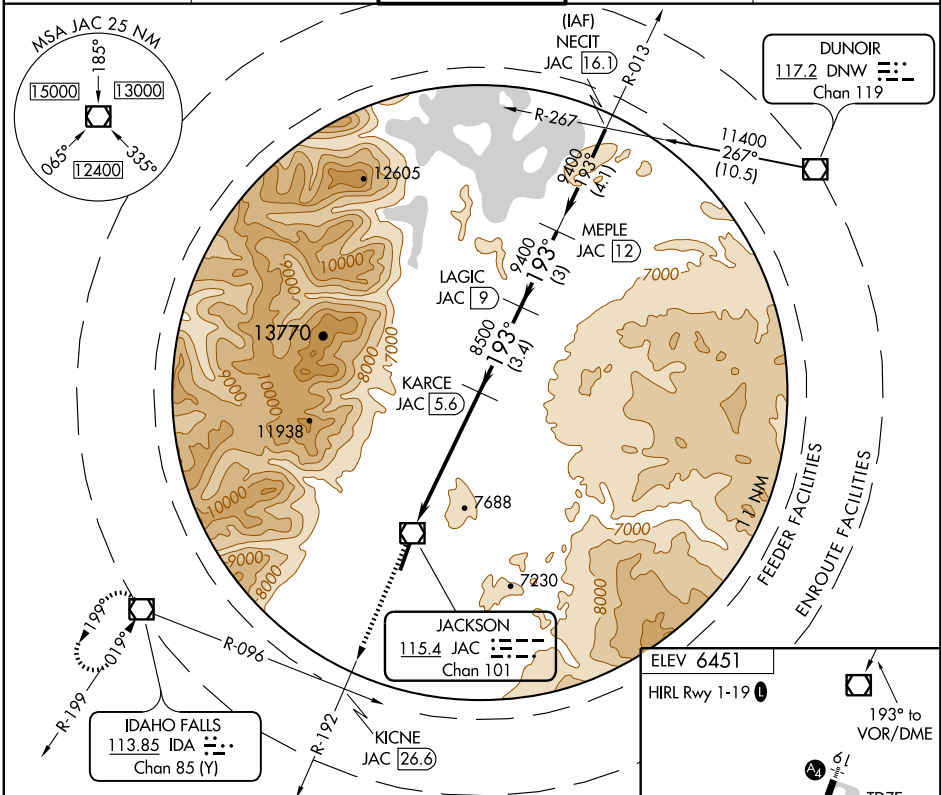
MISSED APPROACH: Climb to 14000 via JAC R-192 to KICNE INT/JAC 26.6 DME, and right turn via IDA R-096 to IDA VOR/DME and hold.

ATIS
120.625

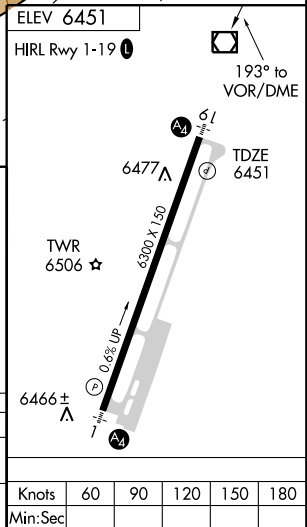
SALT LAKE CENTER
133.25 285.6

JACKSON TOWER★
118.075 (CTAF) L

GND CON
124.55

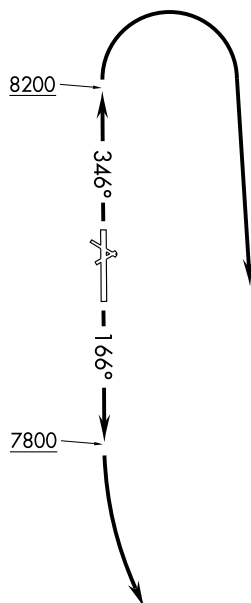
UNICOM
122.95

14000 ↑ JAC R-192	KICNE JAC 26.6	IDA R-096	IDA 113.85	KARCE JAC 5.6	LAGIC JAC 9	MEPLE JAC 12
CATEGORY	A		B		C	D
S-19	7840-1¼ 1389 (1400-1¼)		7840-1½ 1389 (1400-1½)		7840-3	1389 (1400-3)
CIRCLING	7840-1¼ 1389 (1400-1¼)		7840-1½ 1389 (1400-1½)		7840-3	1389 (1400-3)



KEMRR TWO DEPARTURE (RNAV)

SALT LAKE CITY CENTER
124.35 353.5
SALT LAKE CITY DEP CON
124.3 322.3

TAKE-OFF MINIMUMS

Rwy 4, 10, 22, 28: NA - Rwy Surfaces.

Rwy 16, 34: Standard.

NOTE: 1. GPS Required.

2. RNAV 1.

NOTE: Chart not to scale.

FORT BRIDGER
FBR



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16: Climb to 7800 via heading 166° then climbing left turn to 12000 (or assigned altitude) . . .

TAKE-OFF RUNWAY 34: Climb to 8200 via heading 346° then climbing right turn to 12000 (or assigned altitude) . . .

. . . direct FBR VOR/DME then via assigned route/fix.

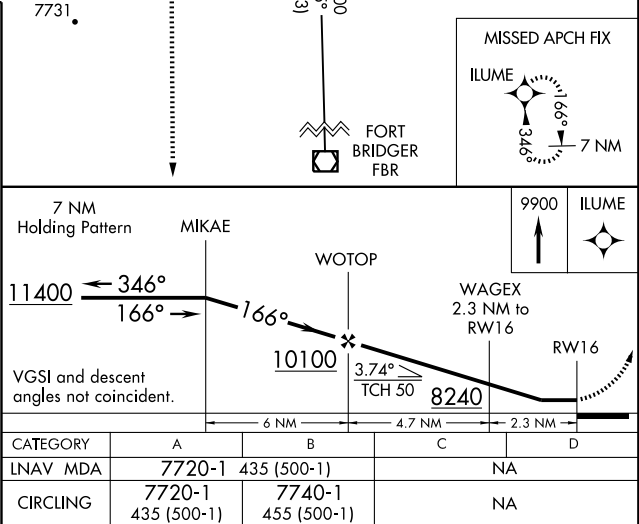
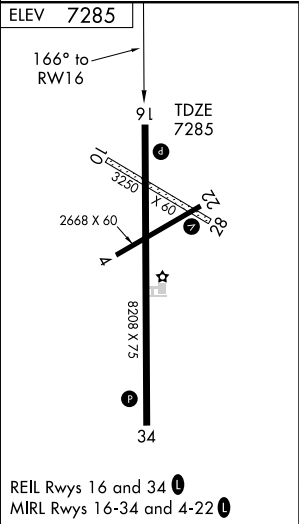
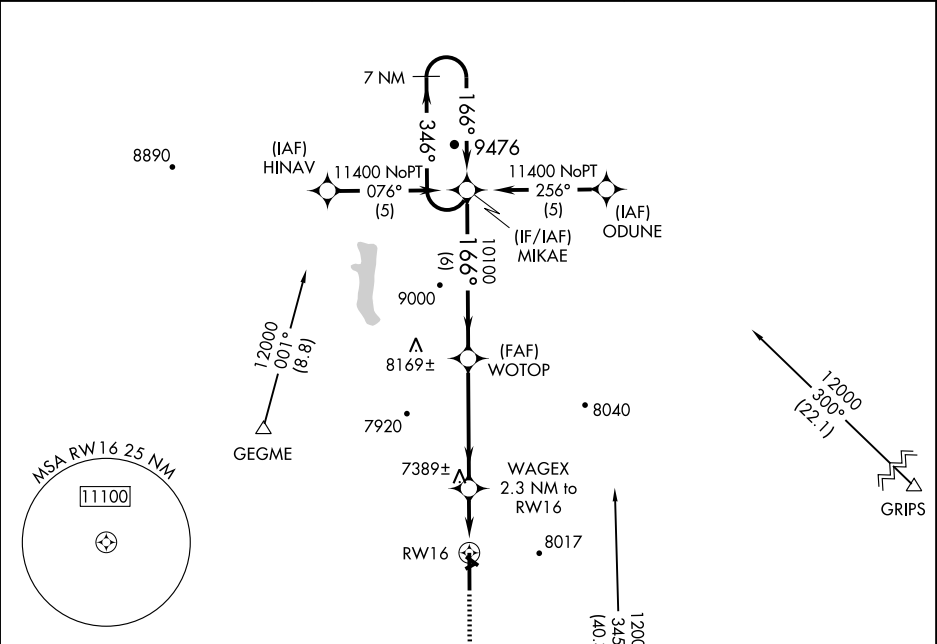
APP CRS	Rwy Idg	8208
166°	TDZE	7285
	Apt Elev	7285

RNAV (GPS) RWY 16

KEMMERER MUNI (EMM)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Evanston altimeter setting and increase all MDA 120 feet.	MISSED APPROACH: Climb to 9900 direct ILUME and hold.
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AWOS-3 119.675	SALT LAKE CITY CENTER 124.35 353.5	UNICOM 122.8 (CTAF)
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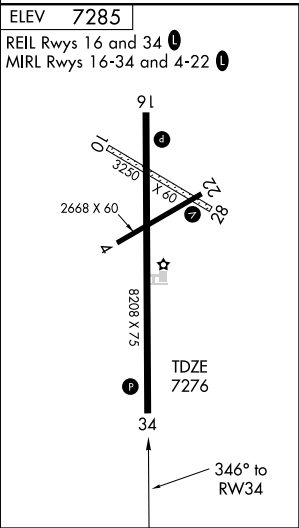
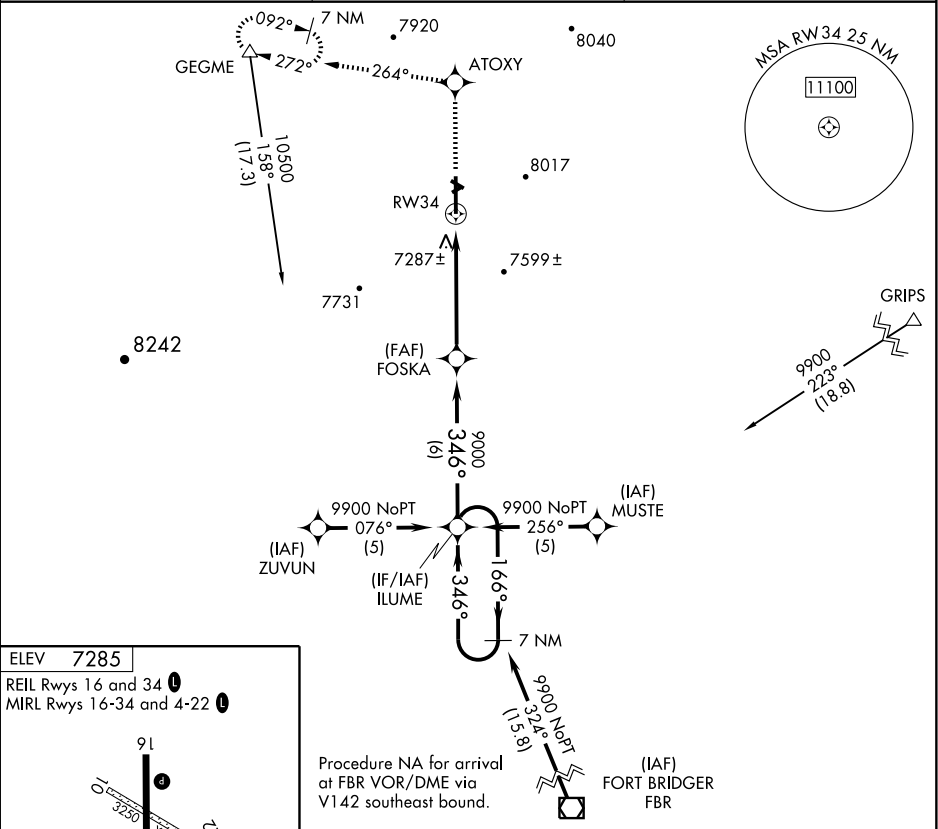
APP CRS	Rwy Idg	8208
346°	TDZE	7276
	Apt Elev	7285

RNAV (GPS) RWY 34

KEMMERER MUNI (EMM)

▼ ▲ NA	DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Evanston altimeter setting and increase all MDA 120 feet.	MISSED APPROACH: Climb to 12000 direct ATOXY and via track 264° to GEGME and hold, continue climb-in-hold to 12000. When authorized by ATC, climb-in-hold to 14000.
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AWOS-3 119.675	SALT LAKE CITY CENTER 124.35 353.5	UNICOM 122.8 (CTAF) 0
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12000	ATOXY	trk 264°	GEGME	ILUME	7 NM Holding Pattern
↑	✱		△		
Diagram showing the 346° approach path. Key features include: Waypoints: RW34, FOSKA, ILUME. Angles: 3.04° TCH 50, 346°, 166°. Distances: 5.2 NM, 6 NM. Altitudes: 9000. Note: VGSI and descent angles not coincident.					
CATEGORY	A	B	C	D	
LNAV MDA	7540-1	264 (300-1)	NA	NA	
CIRCLING	7640-1 355 (400-1)	7740-1 455 (500-1)	NA	NA	

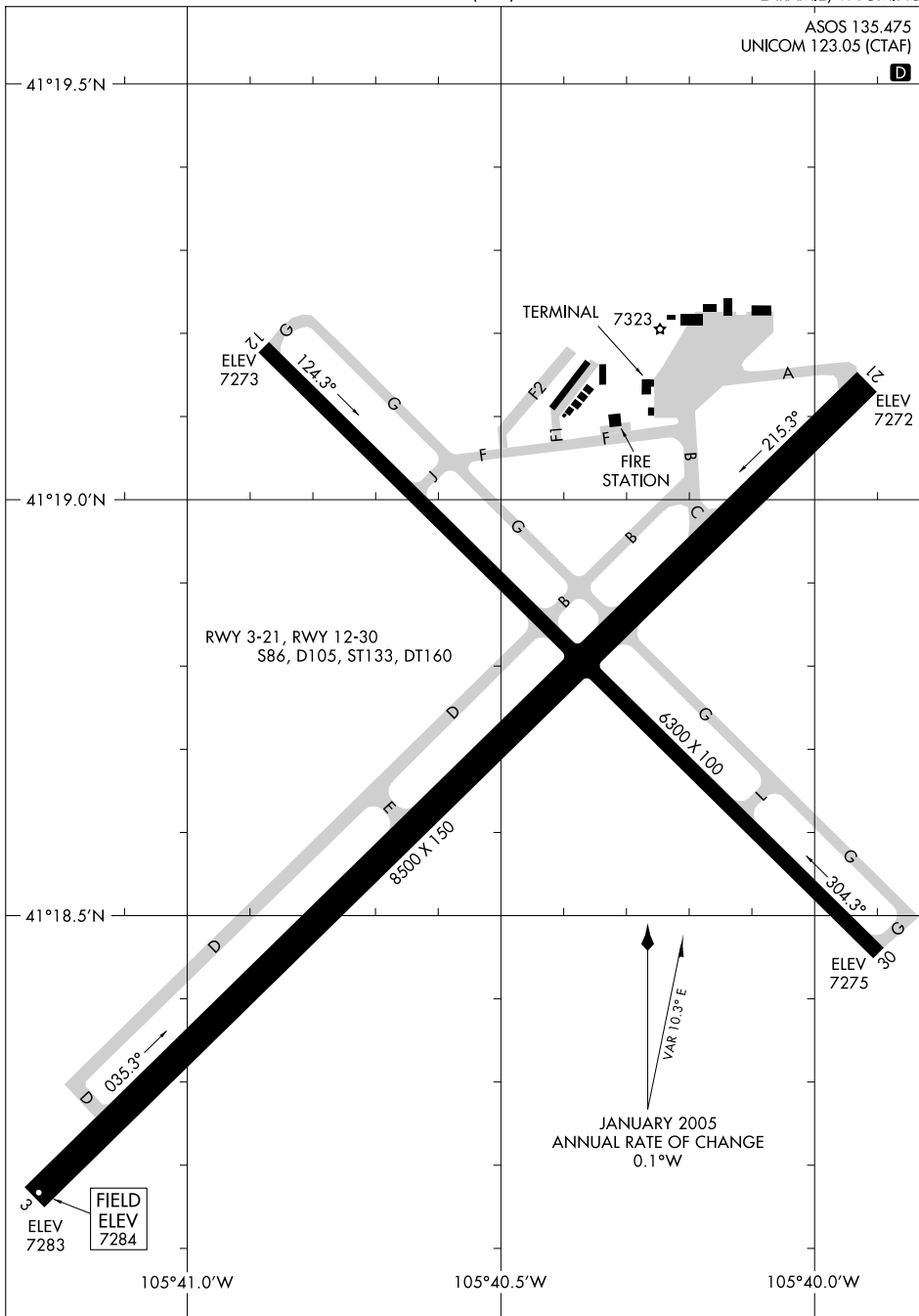
AIRPORT DIAGRAM

AL-225 (FAA)

LARAMIE RGNL (LAR)
LARAMIE, WYOMING

ASOS 135.475
UNICOM 123.05 (CTAF)

D



NW-1, 14 JAN 2010 to 11 FEB 2010

▼

DME/DME RNP -0.3 NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -29°C (-20°F) or above 34°C (93°F).

MISSED APPROACH: Climb to 10700 direct FEKEP and via 035° track to POVOH and hold.

ASOS 135,475	DENVER CENTER 125.9 284.7	UNICOM 123.05 (CTAF) 0
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7 NM 301° 121° PUCIP 9800 235° (3.7) 8800 121° (6.7) 8400 121° (2.7) 10700 to GODKE 304° (10.7) LAR 7304 ± RW12 7386 ± (FAF) DUTCE 122° 8123 9620 8677 9053 9026 ± 8932 9117

7 NM Holding Pattern

GODKE

JIBIN

DUTCE

RW12

10700

FEKEP

035° track

POVOH

9800

301°

121°

8800

121°

8400

122°

GS 3.00° TCH 43

6.7 NM

2.7 NM

2.2 NM

1.2 NM

*LNAV only

*1.2 NM to RW12

CATEGORY	A	B	C	D
LPV DA	7525-1 250 (300-1)			
LNAV/VNAV DA	7622-1¼ 347 (400-1¼)			
LNAV MDA	7700-1 425 (500-1)		7700-1¼ 425 (500-1¼)	
CIRCLING	7700-1¼ 416 (500-1¼)	7740-1¼ 456 (500-1¼)	7740-1½ 456 (500-1½)	7840-2 556 (600-2)

ELEV 7284

122° to RW12

TDZE 7275

7299

7323

8500 X 100

8500 X 150

50

REIL Rwy 3, 12 and 21 0

MIRL Rwy 3-21 and 12-30 0

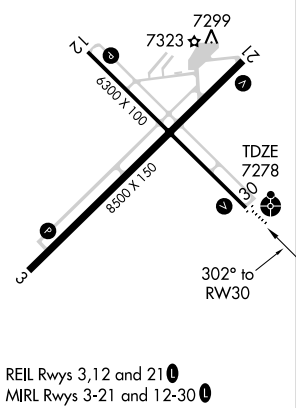
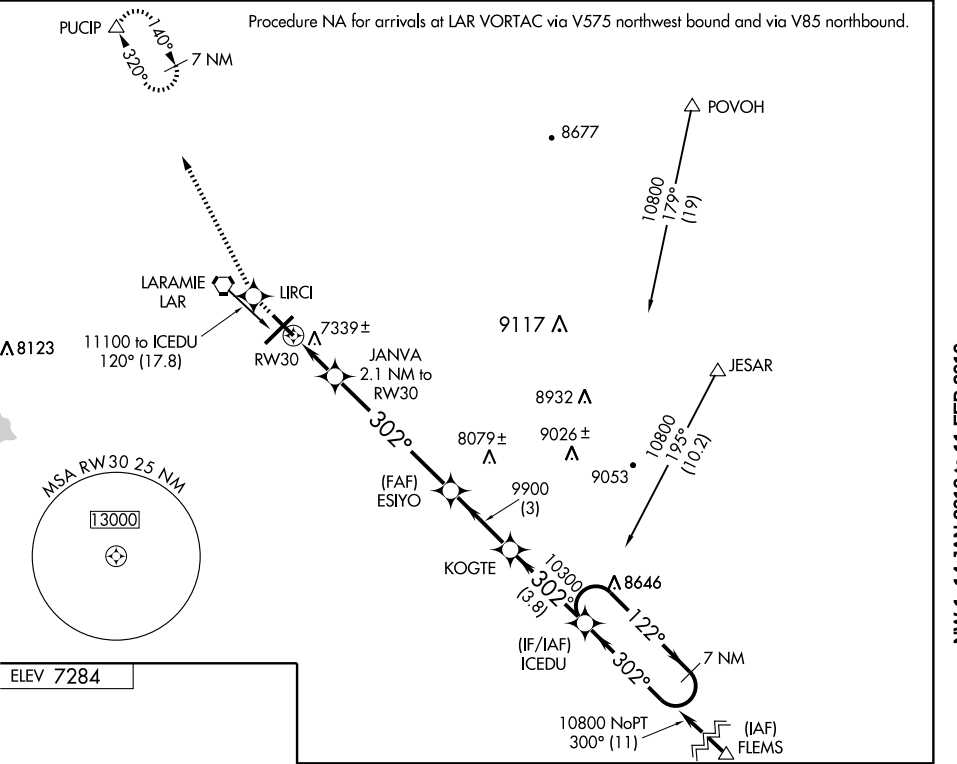
NW-1. 14 JAN 2010 to 11 FEB 2010

▼ Inoperative table does not apply.
DME/DME RNP -0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV
NA below -29°C (-20°F) or above 35°C (95°F).

ODALS

MISSED APPROACH: Climb to 9400 direct LIRCI and via
320° track to PUCIP and hold.

ASOS 135.475	DENVER CENTER 125.9 284.7	UNICOM 123.05 (CTAF) 0
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9400	LIRCI	320° track	PUCIP	ICEDU	7 NM Holding Pattern
*LNAV only		JANVA 2.1 NM to RW30	ESIYO	KOGTE	122° → 10800
*0.9 NM to RW30					← 302°
RW30		7980	9900	10300	GS 3.00° TCH 41
0.9 1.2 NM		5.8 NM	3 NM	3.8 NM	
CATEGORY	A	B	C	D	
LPV DA	7528-1 250 (300-1)				
LNAV/VNAV DA	7629-1¼ 351 (400-1¼)				
LNAV MDA	7600-1 322 (400-1)				
CIRCLING	7660-1¼ 376 (400-1¼)	7740-1¼ 456 (500-1¼)	7740-1½ 456 (500-1½)	7840-2 556 (600-2)	

REIL Rwy 3, 12 and 21 **0**
MIRL Rwy 3-21 and 12-30 **0**

VORTAC LAR <u>117.6</u> Chan 123	APP CRS 107°	Rwy Idg 6300 TDZE 7275 Apt Elev 7284
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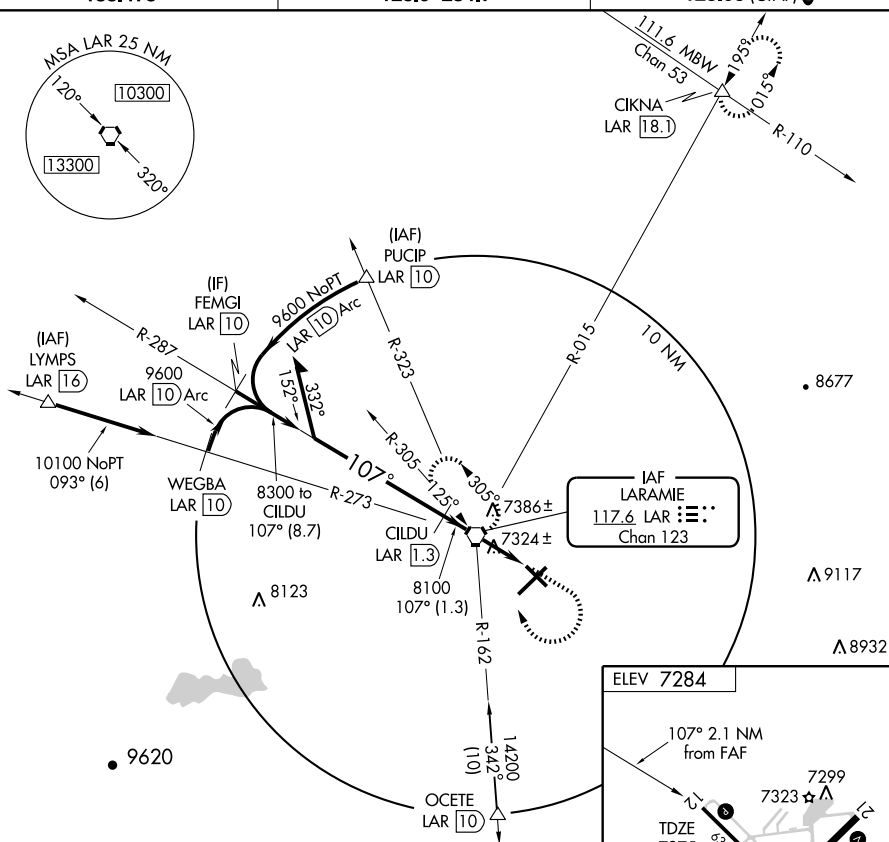
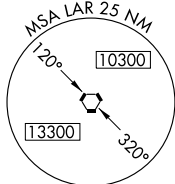
VOR/DME or TACAN RWY 12

LARAMIE RGNL (LAR)

MISSED APPROACH: Climb to 7700 then climbing right turn to 9500 direct LAR VORTAC and hold, continue climb-in-hold to 9500 (TACAN aircraft continue climb to 10600 via LAR VORTAC R-015 to CIKNA/18.1 DME and hold north, left turn, 195° inbound).

ASOS
135.475

DENVER CENTER
125.9 284.7

UNICOM
123.05 (CTAF) 

Remain
within 10 NM

VORTAC

9600

8300

8100

VGSI and descent angles not coincident.

 $3.53^\circ \searrow$

2.

CATEGORY

A

C

--	--

S-12

7580-

5 (300-1)

REIL Rwy 3, 12 and 21 **L**
MIRL Rwy 3-21 and 12-3

Knots

60

9

--	--

C	
---	--

50

180

Min:Sec

--	--

--	--

--	--

NW-1. 14 JAN 2010 to 11 FEB 2010

V

ODALS

MISSED APPROACH:

Climb to 9500 direct LAR VORTAC and hold, continue climb-in-hold to 9500 (TACAN aircraft continue climb to 10600 via LAR VORTAC R-015 to CIKNA INT/18.1 DME and hold north, left turns, 195° inbound.

VORTAC LAR

117.6

Chan 123

APP CRS

292°

Rwy Idg

6300

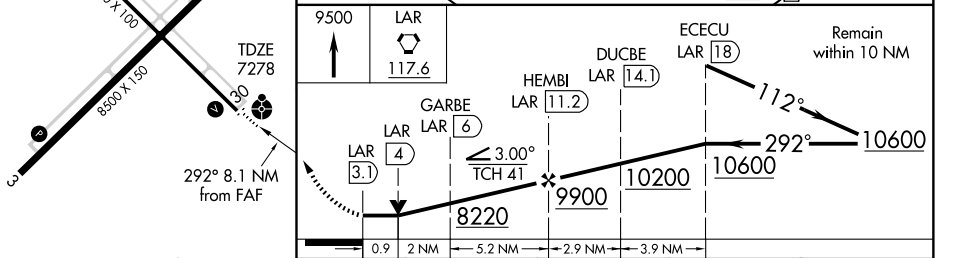
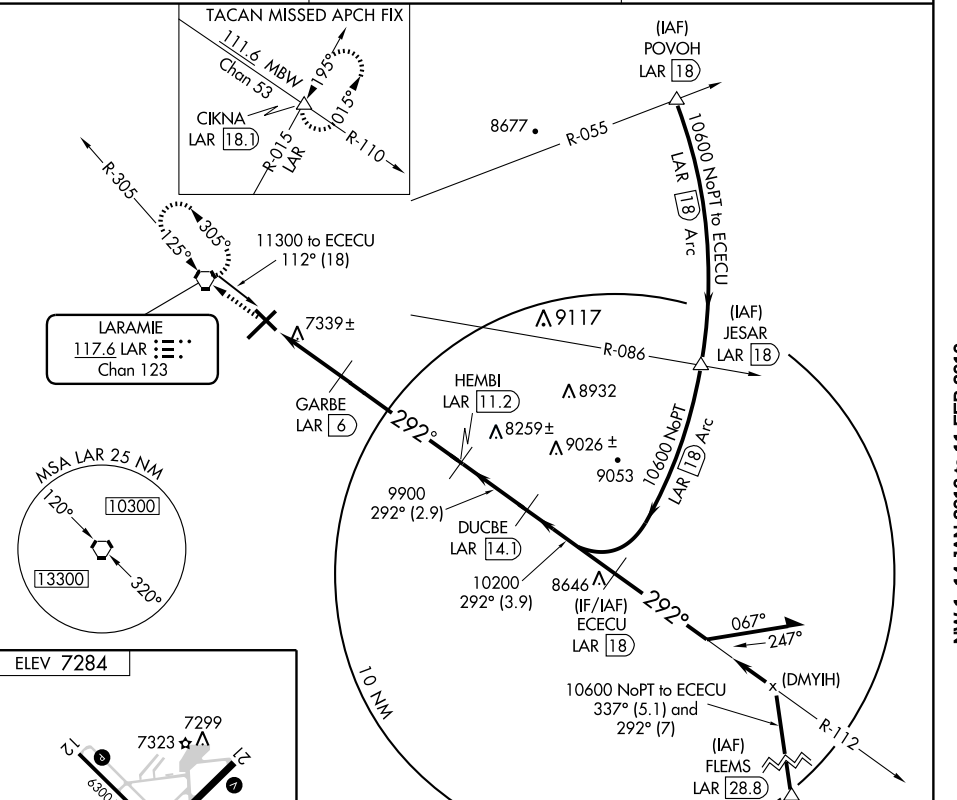
TDZE

7278

Apt Elev

7284

ASOS	DENVER CENTER	UNICOM
135.475	125.9 284.7	123.05 (CTAF) 0



REIL Rwys 3, 12 and 21						MIRL Rwys 3-21 and 12-30			
Knots	60	90	120	150	180				
Min:Sec									
CATEGORY	A		B		C		D		
S-30	7600- $\frac{3}{4}$		322 (400- $\frac{3}{4}$)				7600-1 322 (400-1)		
CIRCLING	7660-1 376 (400-1)		7740-1 456 (500-1)		7740-1 $\frac{1}{2}$ 456 (500-1 $\frac{1}{2}$)		7840-2 556 (600-2)		

NW-1, 14 JAN 2010 to 11 FEB 2010

VOR	ECS	APP CRS	Rwy Idg	5300
108.2		323°	TDZE	4174
			Apt Elev	4174

VOR or GPS RWY 31

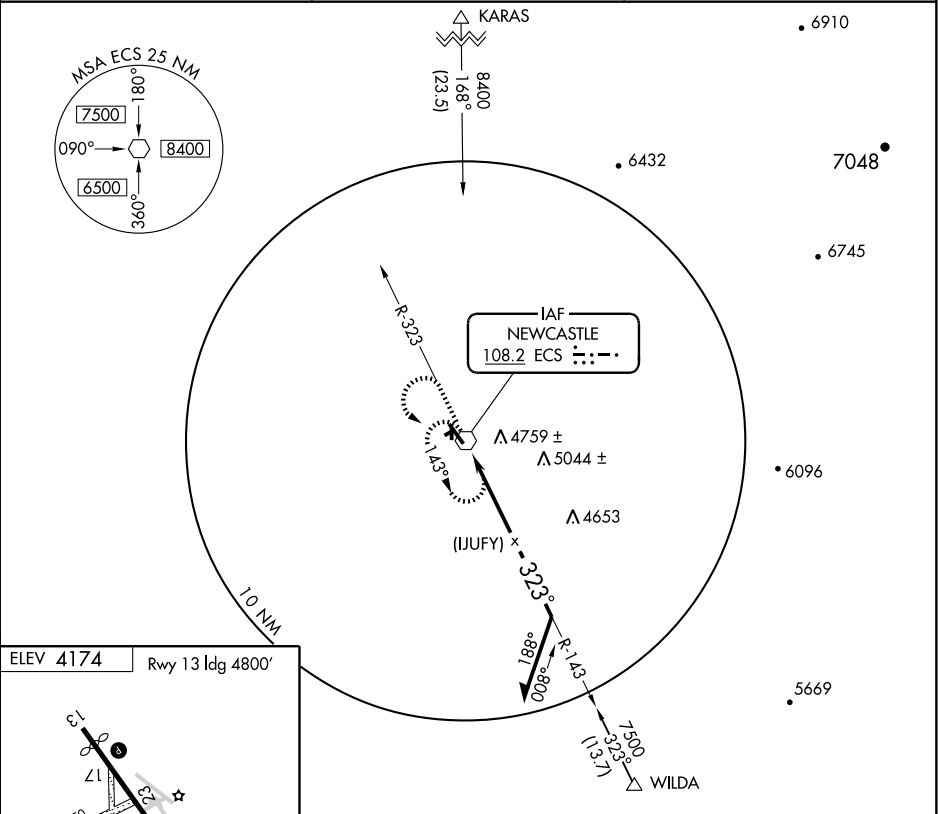
NEWCASTLE/MONDELL FIELD (ECS)

⚠ Circling east of Rwy 13-31 not authorized. Obtain local altimeter setting on CTAF when not received procedure not authorized.

⚠ **ODALS**

MISSED APPROACH: Climb to 5500 via ECS VOR R-323, then climbing left turn to 7500 direct ECS VOR and hold.

AWOS-3 118.0	DENVER CENTER 127.95 338.2	UNICOM 122.8 (CTAF) 0
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ELEV 4174 Rwy 13 Idg 4800'

REIL Rwy 13 0 MRL Rwy 13-31 0

323° to VOR

2220 X 50
0.7 % UP

2666 X 40
0.8 % UP

5300 X 75

35

TDZE 4174

Knots 60 90 120 150 180

Min:Sec

5500	7500	ESC	Remain within 10 NM			
ESC R-323		108.2				
		VOR	143°	(IUFY)	323°	6500
			4 NM			
CATEGORY	A	B	C	D		
S-31	5060-1¼	886 (900-1¼)	5060-2¾ 886 (900-2¾)	5060-3 886 (900-3)		
CIRCLING	5060-1¼	886 (900-1¼)	5060-2¾ 886 (900-2¾)	5060-3 886 (900-3)		

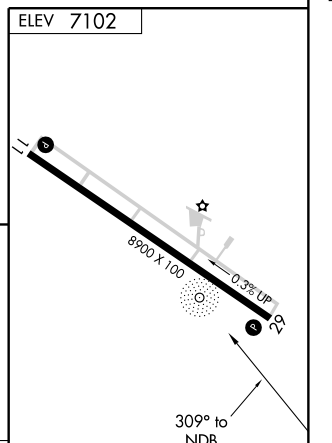
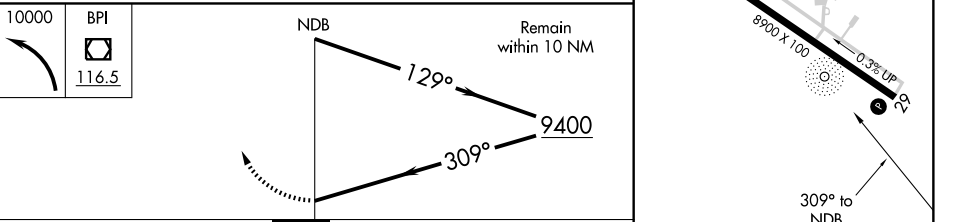
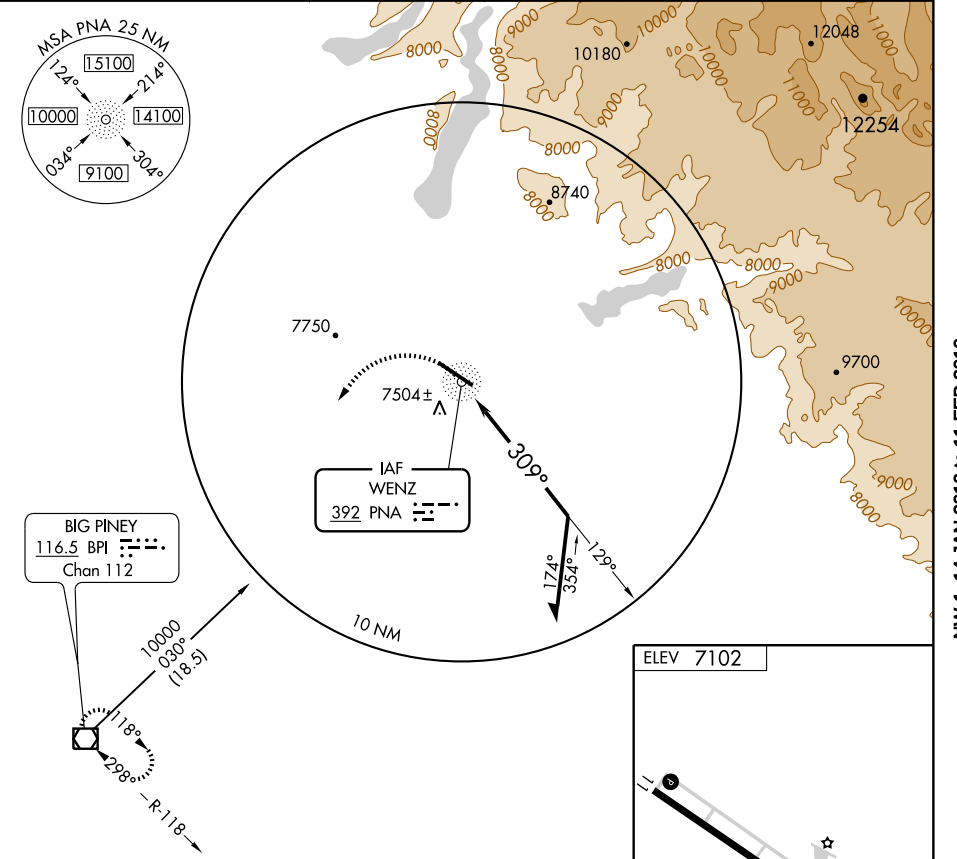
▼

▲

Procedure NA at night. When local altimeter setting not received, use MIRA Memorial Field altimeter setting and increase all MDA 60 feet and visibility Cat C/D ¼ mile.

MISSED APPROACH: Climbing left turn to 10000 direct BPI VOR/DME and hold.

AWOS-3 118.325	SALT LAKE CENTER 128.35 239.25	UNICOM 122.8 (CTAF) 0
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REIL Rwy 11 and 29 0

MRL Rwy 11-29 0

APP CRS	Rwy Idg	8900
119°	TDZE	7102
	Apt Elev	7102

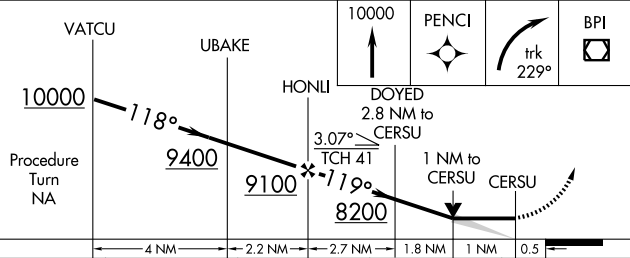
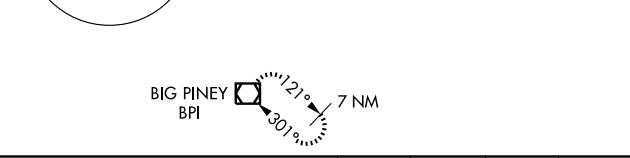
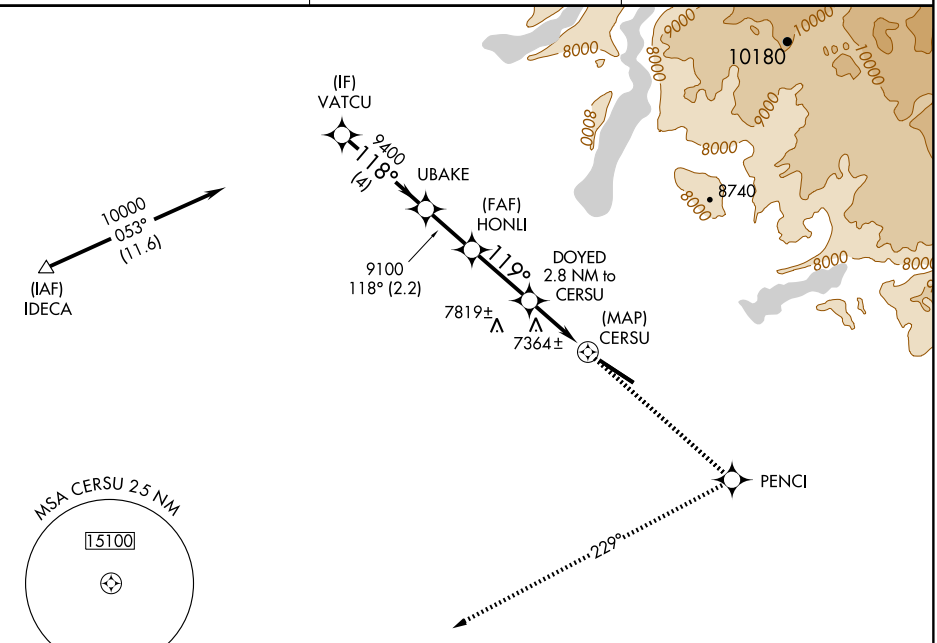
RNAV (GPS) RWY 11

PINEDALE/ RALPH WENZ FIELD (PNA)

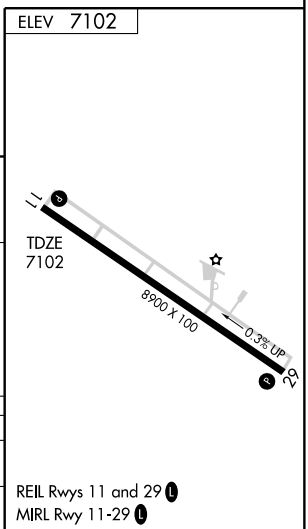
⚠ Circling NA at night. DME/DME RNP- 0.3 NA. VDP NA when using Miley Memorial Field altimeter setting. When local altimeter setting not received, use Miley Memorial Field altimeter setting and increase all MDA 60 feet and circling Cats B/C/D visibility ¼ mile.

MISSED APPROACH: Climb to 10000 direct PENCE and right turn via track 229° to BPI VOR/DME and hold.

AWOS-3 118.325	SALT LAKE CENTER 128.35 239.25	UNICOM 122.8 (CTAF) 1
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CATEGORY	A	B	C	D
LNAV MDA	7620-1 518 (600-1)	7620-1½ 518 (600-1½)	7620-1¾ 518 (600-1¾)	7620-2 518 (600-2)
CIRCLING	7760-1 658 (700-1)	7820-1 718 (800-1)	7840-2 738 (800-2)	7860-2½ 758 (800-2½)



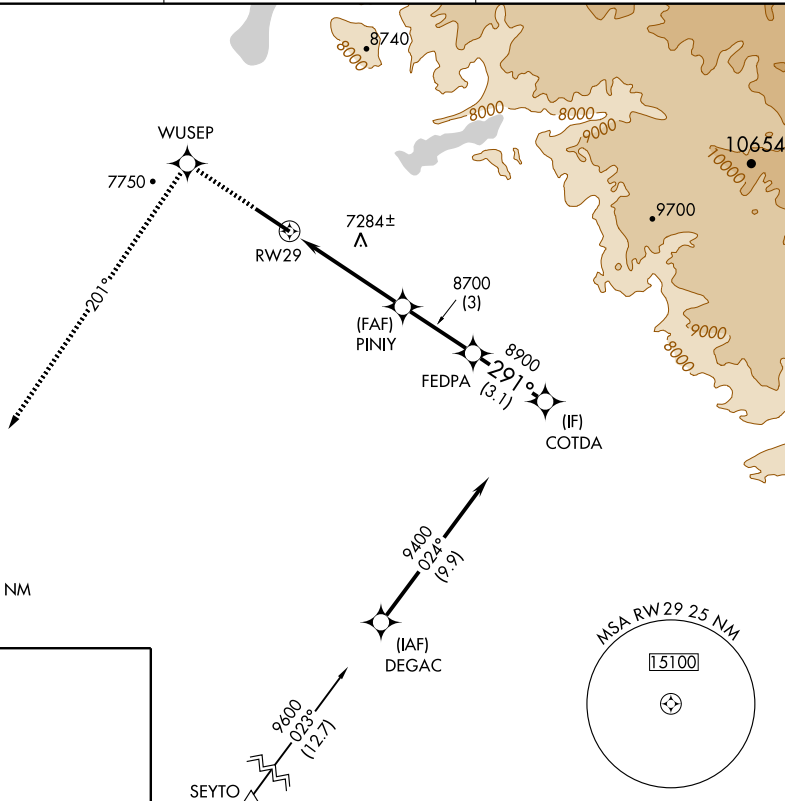
REIL Rwy 11 and 29 **1**
MIRL Rwy 11-29 **1**

RNAV (GPS) RWY 29

PINEDALE/ RALPH WENZ FIELD (PNA)

- MISSED APPROACH:** Climb to 10000
direct WUSEP and via track 201° to
BPI VOR/DME and hold.

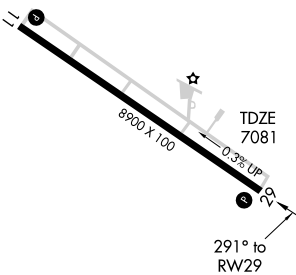
UNICOM
122.8 (CTAF) **L**



BIG PINEY
BPI

121°
7 NM
301°

ELEV 7102



10000 ↑	WUSEP ✧	trk 201°	BPI ◻	VGSi and descent angles not coincident.			
CATEGORY	A		B		C		D
LNAV MDA	7600-1 519 (500-1)				7600-1½ 519 (500-1½)		7600-1¾ 519 (500-1¾)
CIRCLING	7760-1 658 (700-1)	7820-1 718 (800-1)			7840-2 738 (800-2)		7860-2½ 758 (800-2½)

REIL Rwy 11 and 29 **L**MIRL Rwy 11-29 **L**

NDB SIR
368

APP CRS
259°

Rwy Idg	TDZE	Apt Elev
1	100	100
2	100	100
3	100	100
4	100	100
5	100	100
6	100	100
7	100	100
8	100	100
9	100	100
10	100	100
11	100	100
12	100	100
13	100	100
14	100	100
15	100	100
16	100	100
17	100	100
18	100	100
19	100	100
20	100	100
21	100	100
22	100	100
23	100	100
24	100	100
25	100	100
26	100	100
27	100	100
28	100	100
29	100	100
30	100	100
31	100	100
32	100	100
33	100	100
34	100	100
35	100	100
36	100	100
37	100	100
38	100	100
39	100	100
40	100	100
41	100	100
42	100	100
43	100	100
44	100	100
45	100	100
46	100	100
47	100	100
48	100	100
49	100	100
50	100	100
51	100	100
52	100	100
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57	100	100
58	100	100
59	100	100
60	100	100
61	100	100
62	100	100
63	100	100
64	100	100
65	100	100
66	100	100
67	100	100
68	100	100
69	100	100
70	100	100
71	100	100
72	100	100
73	100	100
74	100	100
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85	100	100
86	100	100
87	100	100
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91	100	100
92	100	100
93	100	100
94	100	100
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97	100	100
98	100	100
99	100	100
100	100	100

N/A
N/A
6813

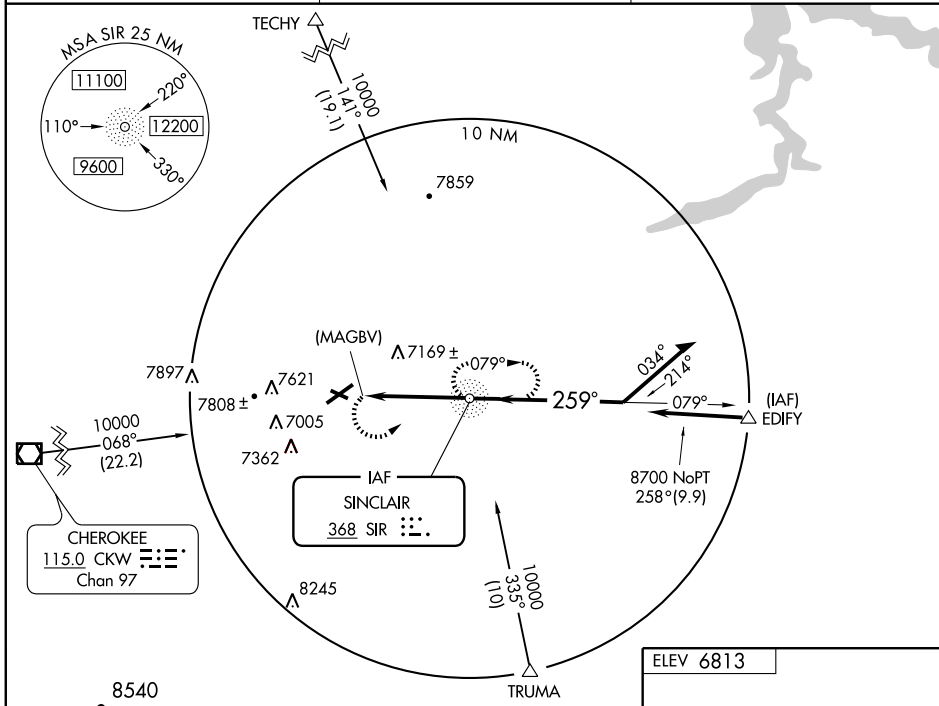
NDB or GPS-A

RAWLINS MUNI/HARVEY FIELD (RWL)

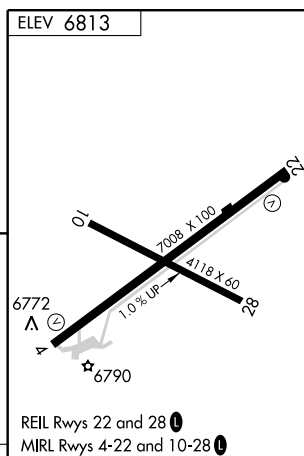
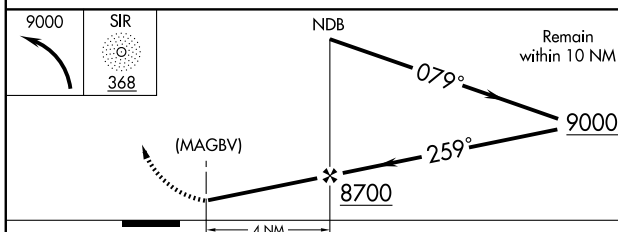


Circling not authorized NW of Rwy 4-22.

MISSED APPROACH: Climbing left turn to 9000 direct SIR NDB and hold.

ASOS
118.525DENVER CENTER
132.1 254.35UNICOM
123.0 (CTAF) **L**

NW-1. 14 JAN 2010 to 11 FEB 2010



CATEGORY	A	B	C	D	FAF to MAP 4 NM					
CIRCLING	7480-1 667 (700-1)		7480-1 3/4 667 (700-1 3/4)	7720-3 907 (1000-3)	Knots	60	90	120	150	180
					Min:Sec	4:00	2:40	2:00	1:36	1:20

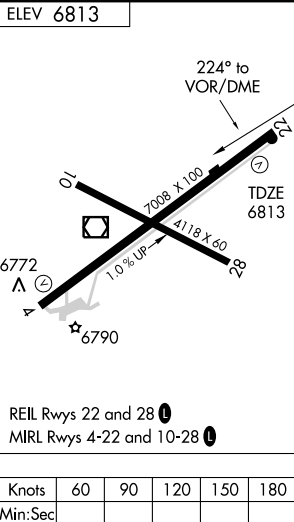
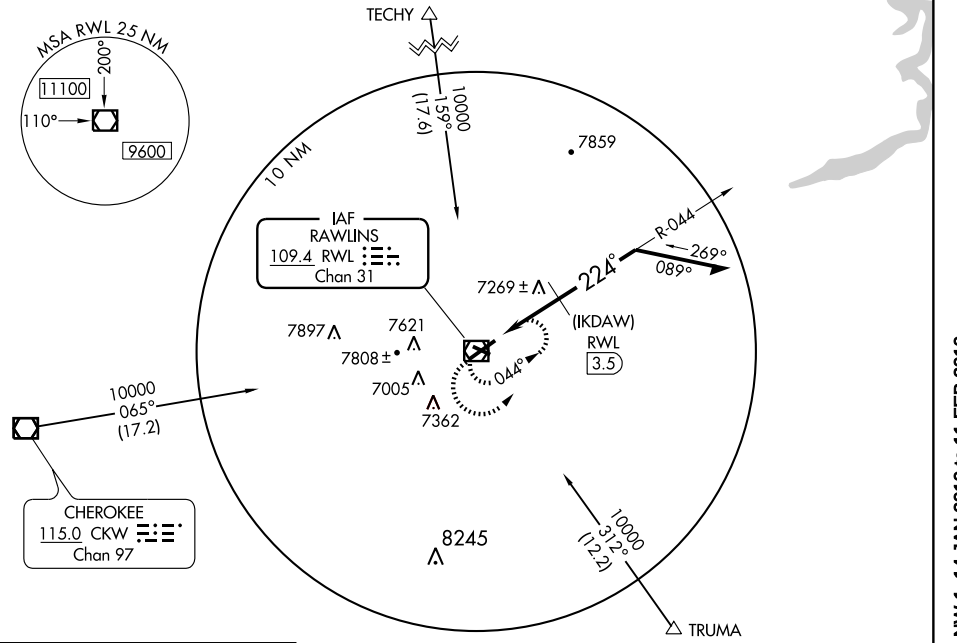
▼

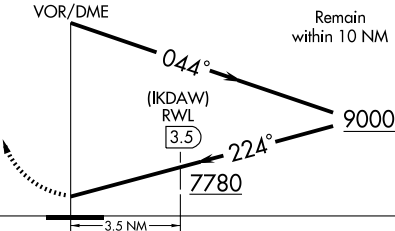
▲

Circling not authorized northwest of Runway 4-22.

MISSED APPROACH: Climbing left turn to 9300 via RWL R-044 within 10 NM, then direct RWL VOR/DME and hold.

ASOS 118.525	DENVER CENTER 132.1 254.35	UNICOM 123.0 (CTAF) 0
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9300 		RWL  109.4	VOR/DME 		Remain within 10 NM
				9000	
				7780	
		3.5 NM			
CATEGORY	A	B	C	D	
S-22	7780-1¼ 967 (1000-1¼)	7780-1½ 967 (1000-1½)	7780-3	967 (1000-3)	
CIRCLING	7780-1¼ 967 (1000-1¼)	7780-1½ 967 (1000-1½)	7780-3	967 (1000-3)	
DME MINIMA					
S-22	7520-1 707 (800-1)		7520-2 707 (800-2)	7720-3 907 (1000-3)	
CIRCLING	7520-1 707 (800-1)		7520-2 707 (800-2)	7720-3 907 (1000-3)	

NW-1, 14 JAN 2010 to 11 FEB 2010

LOC I-RIW <u>110.5</u>	APP CRS 280°	Rwy Idg TDZE Apt Elev	8203 5456 5525
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ILS or LOC RWY 28

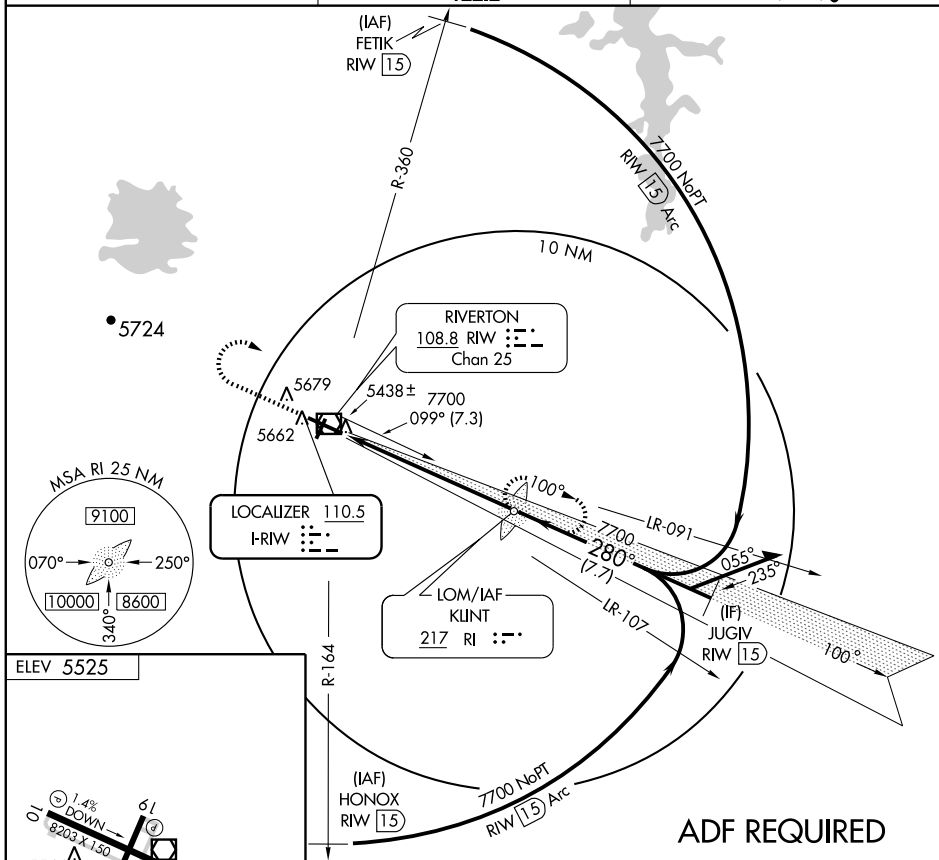
	For inoperative MALS/R, increase Cat D S-LOC visibility to 1 mile.
 NA	When local altimeter setting not received, use Lander altimeter setting and increase all DAs/MDAs 80 feet. When using Lander altimeter setting, for inoperative MALS/R, increase S-LS 28 all Cat D visibility to 1 mile.

MALS



MISSED APPROACH: Climb to 5920 then climbing right turn to 7700 direct RJ LOM and hold.

ASOS 121.425	CASPER RADIO 122.2	UNICOM 122.8 (CTAF) 0
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ADF REQUIRED

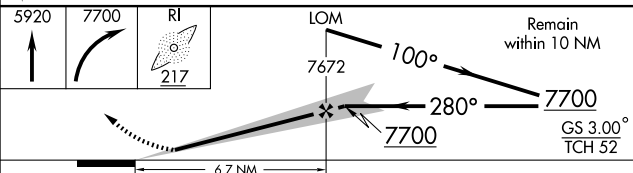


REIL Rwy 1, 10 and 19 L

MIRL Rwy 1-19 **L**H|RL Rwy 10-28 **L**

FAF to MAP 6.7 NM

Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14



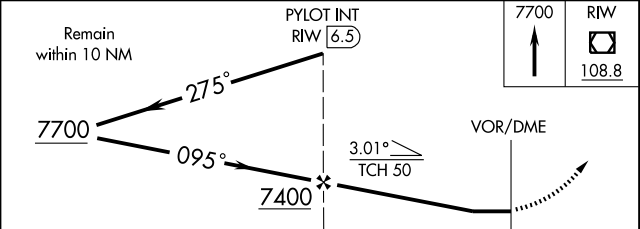
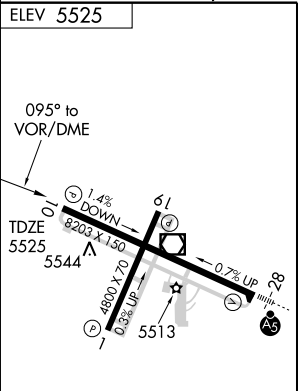
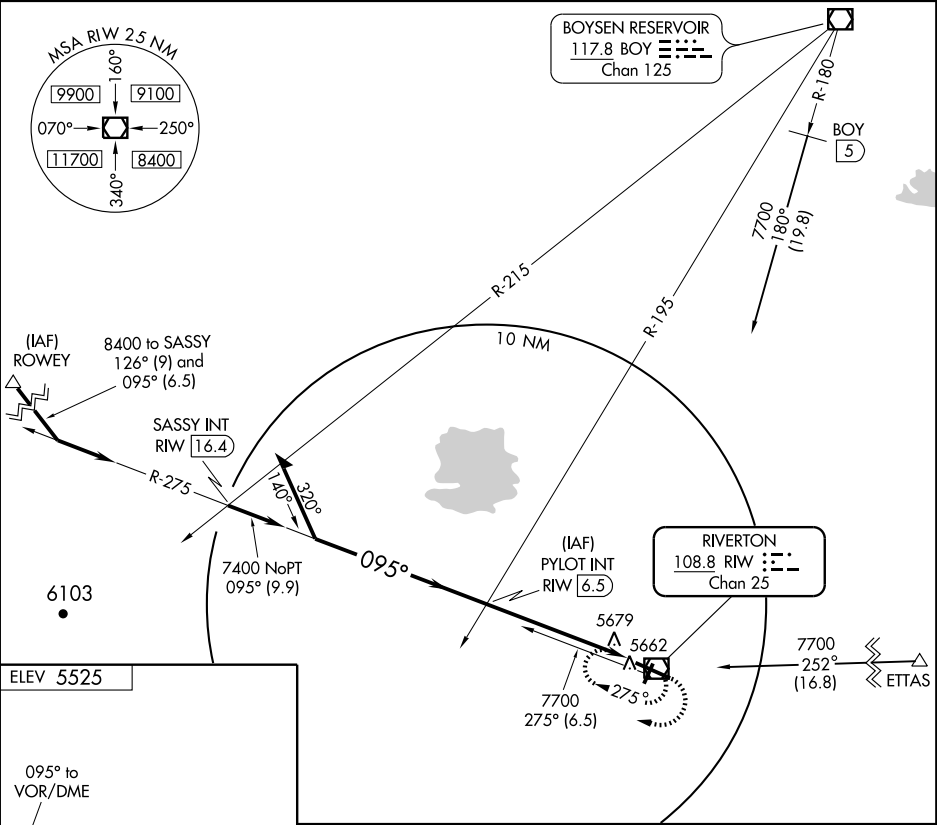
CATEGORY	A	B	C	D
S-ILS 28	5656-½ 200 (200-½)			
S-LOC 28	5760-½ 304 (300-½)			5760-¾ 304 (300-¾)
CIRCLING	5980-1 455 (500-1)		5980-1½ 455 (500-1½)	6080-2 555 (600-2)

VOR/DME RIW 108.8 Chan 25	APP CRS 095°	Rwy Idg TDZE Apt Elev	8203 5525 5525
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VOR RWY 10
RIVERTON RGNL (RIW)

		MISSED APPROACH: Climb to 7700 in RIW VOR/DME holding pattern.
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ASOS 121.425	CASPER RADIO 122.2	UNICOM 122.8 (CTAF)
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REIL Rwy 1, 10 and 19
MIRL Rwy 1-19
HIRL Rwy 10-28

CATEGORY	A	B	C	D
S-10	5940-1	415 (500-1)	5940-1 1/4	415 (500-1 1/4)
CIRCLING	5980-1	455 (500-1)	5980-1 1/2	6080-2 455 (500-1 1/2) 555 (600-2)

VOR RWY 28
RIVERTON RGNL (RIW)

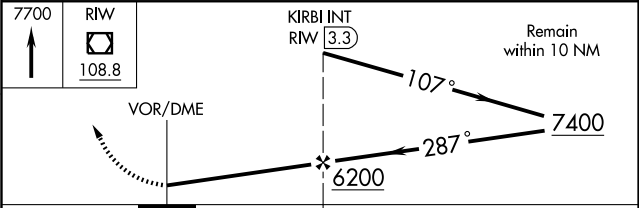
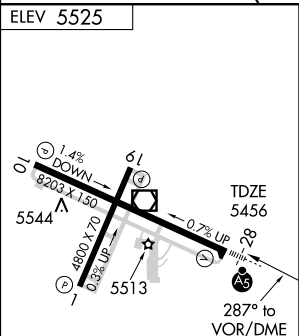
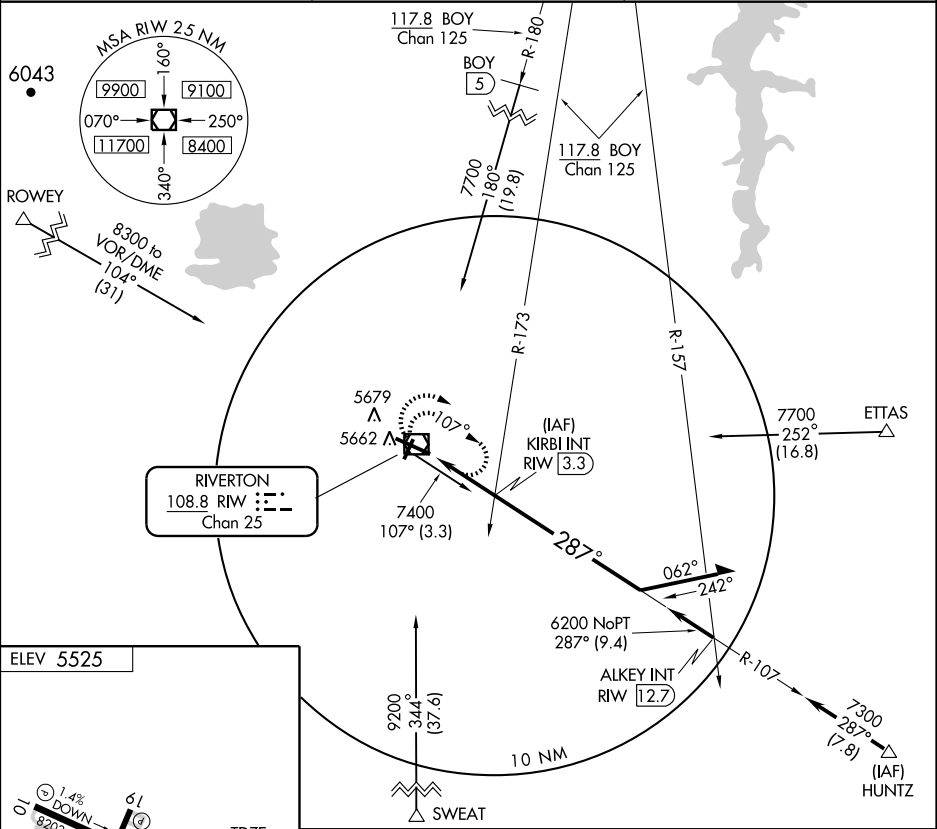
VOR/DME RIW 108.8 Chan 25	APP CRS 287°	Rwy Idg TDZE Apt Elev	8203 5456 5525
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Inoperative table does not apply to Cat. D.



MISSED APPROACH: Climb to 7700 in RIW VOR/DME holding pattern.

ASOS 121.425	CASPER RADIO 122.2	UNICOM 122.8 (CTAF)
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REIL Rwy 1, 10 and 19
MIRL Rwy 1-19
HIRL Rwy 10-28

CATEGORY	A	B	C	D
S-28	5780-1/2 324 (300-1/2)			5780-1 324 (300-1)
CIRCLING	5980-1 455 (500-1)		5980-1 1/2 455 (500-1 1/2)	6080-2 555 (600-2)

LOC/DME I-RKS 109.3 Chan 30	APP CRS 270°	Rwy Idg 10000 TDZE 6760 Apt Elev 6760
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ILS or LOC/DME RWY 27
ROCK SPRINGS-SWEETWATER COUNTY (RKS)



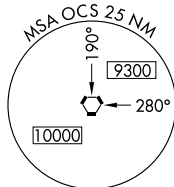
MALSR



MISSED APPROACH: Climb to 7400, then climbing right turn to 9300 direct OCS VORTAC and hold.

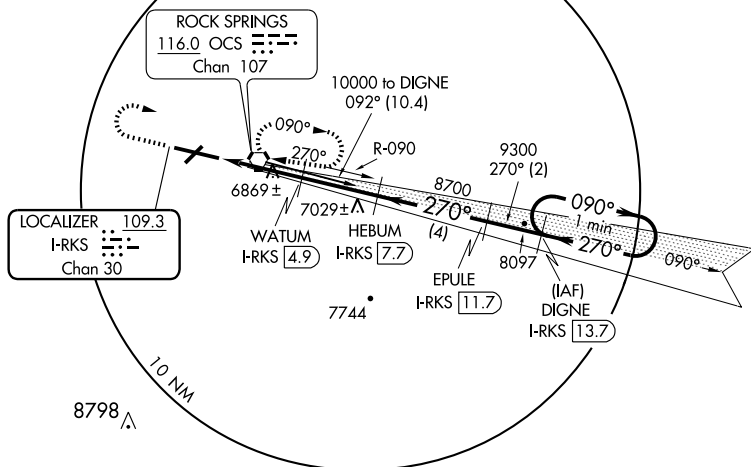
ASOS
118.375

CASPER RADIO
122.6

UNICOM
122.8 (CTAF) **L**

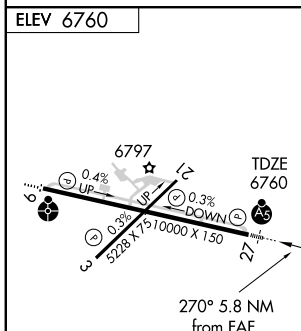
7921

Δ⁸⁰²²

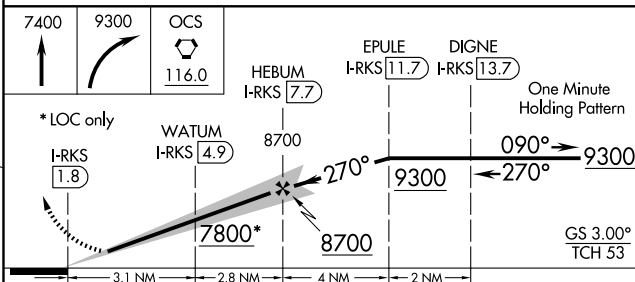


NW-1. 14 JAN 2010 to 11 FEB 2010

ELEV 6760



DME REQUIRED

REIL Rwys 3 and 21 **L**MIRL Rwy 3-21 **L**HIRL Rwy 9-27 **L**

CATEGORY	A	B	C	D
S-ILS-27	6960- 1/2 200 (200-1/2)			
S-LOC 27	7120-1/2 360 (400-1/2)		7120-3/4 360 (400-3/4)	7220-3/4 360 (400-3/4)
CIRCLING	7120-1 360 (400-1)	7220-1 460 (500-1)	7220-1 1/2 460 (500-1 1/2)	7320-2 560 (600-2)

APP CRS 270°	Rwy Idg 10000 TDZE 6764 Apt Elev 6764
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RNAV (GPS) Y RWY 27
ROCK SPRINGS-SWEETWATER COUNTY (RKS)

T DME/DME RNP- 0.3 NA.
For inoperative MALSR, increase Cat D visibility to 1¼ mile.

MALSR

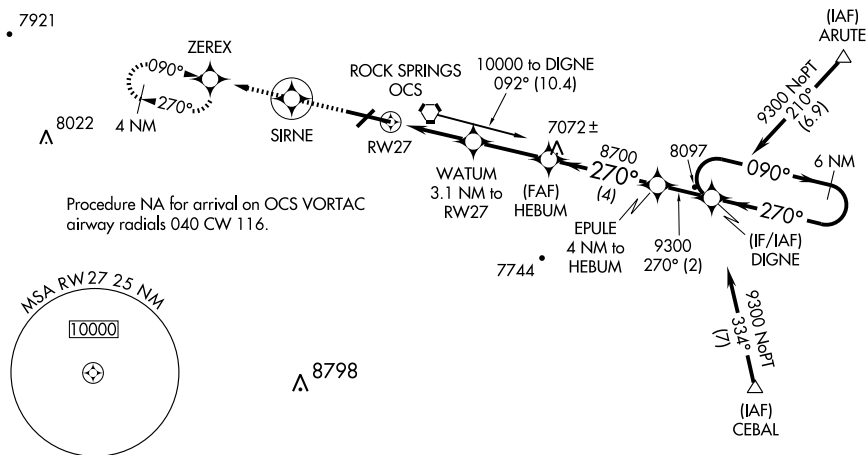
MISSED APPROACH: Climb to 9300 direct SIRNE WP and via 270° track to ZEREX WP and hold.

ASOS
118.375

CASPER RADIO
122.6

UNICOM
122.8 (CTAF) **L**

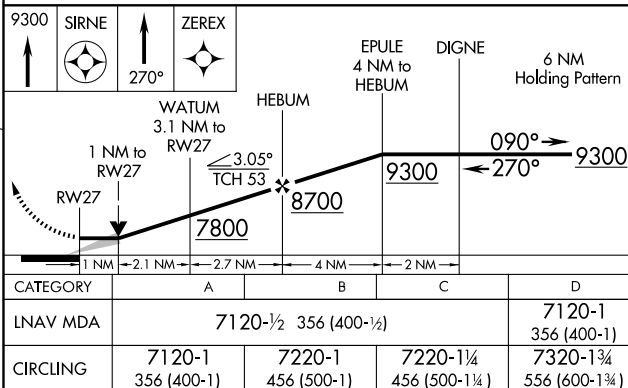
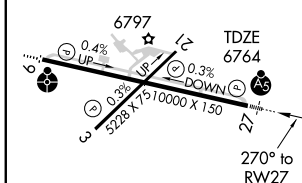
Procedure NA for arrival at ARUTE on V4-6 eastbound.



Procedure NA for arrival on OCS VORTAC
airway radials 040 CW 116.

Procedure NA for arrival at CEBAL
on V328 southeast bound.

ELEV 6764



NW-1. 14 JAN 2010 to 11 FEB 2010

REIL Rwys 3 and 21 **L**MIRL Rwy 3-21 **L**HIRL Rwy 9-27 **L**

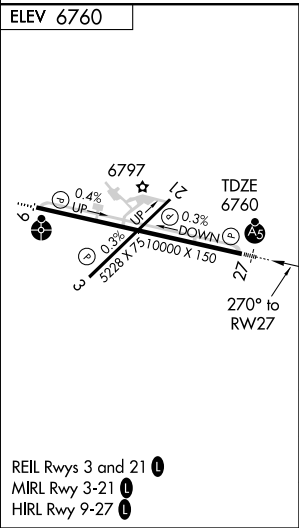
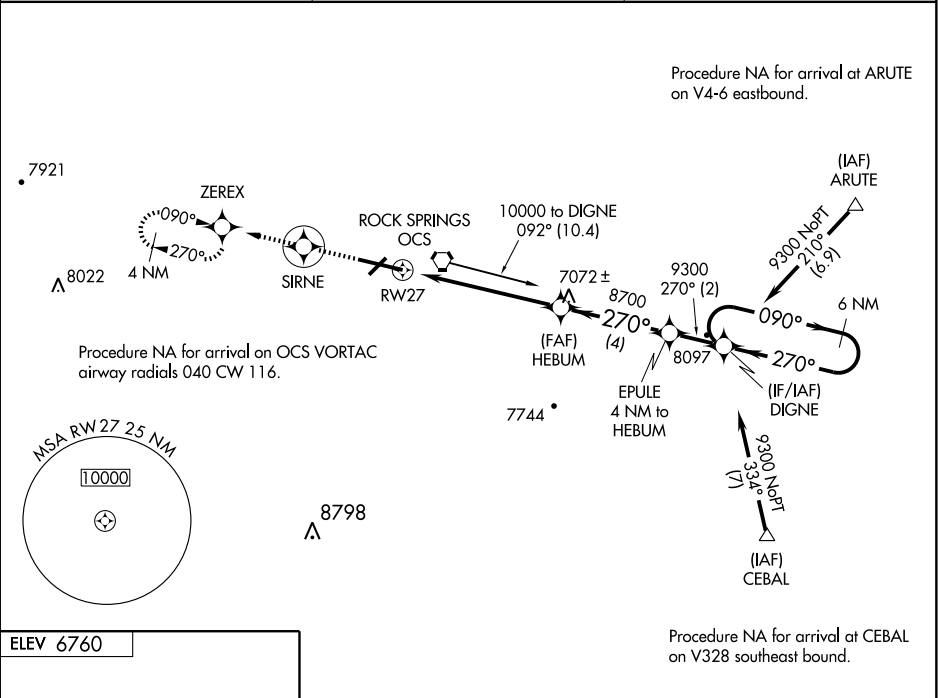
APP CRS	Rwy Idg	10000
270°	TDZE	6760
	Apt Elev	6760

RNAV (GPS) Z RWY 27

ROCK SPRINGS-SWEETWATER COUNTY (RKS)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -28°C (-18°F). For inoperative MALSR, increase LNAV/VNAV Cat. D visibility to 1 mile.	MALSR	MISSED APPROACH: Climb to 9300 direct SIRNE WP and via 270° track to ZEREX WP and hold.
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ASOS 118.375	CASPER RADIO 122.6	UNICOM 122.8 (CTAF)
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9300	SIRNE	270°	ZEREX	EPULE 4 NM to HEBUM	DIGNE	6 NM Holding Pattern
*LNAV only						
*1.3 NM to RW27						

VORTAC OCS 116.0 Chan 107	APP CRS 260°	Rwy Idg TDZE Apt Elev	N/A N/A 6760
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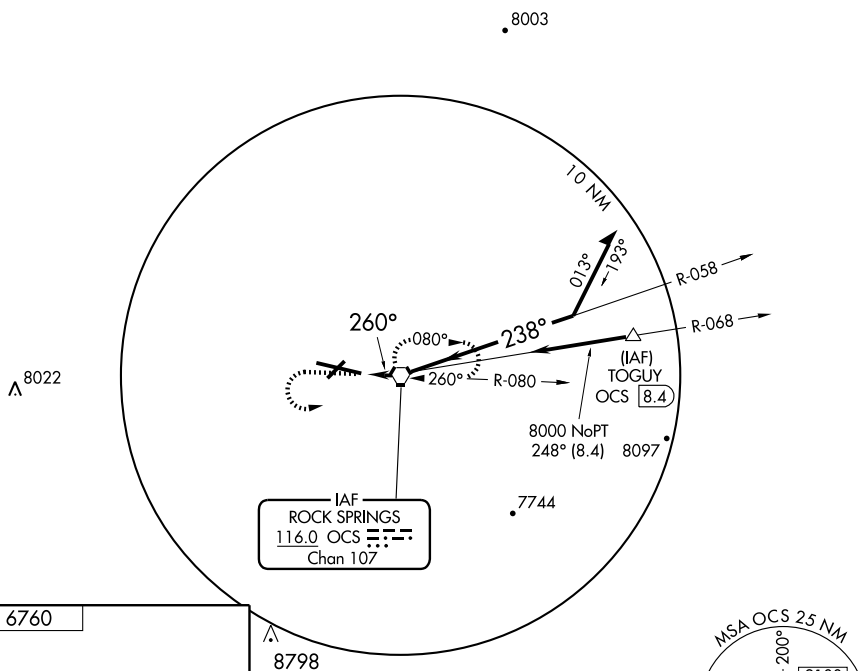
VOR-B
ROCK SPRINGS-SWEETWATER COUNTY (RKS)



MISSED APPROACH: Climb to 7700, then climbing left turn to 9100 direct OCS VORTAC and hold.

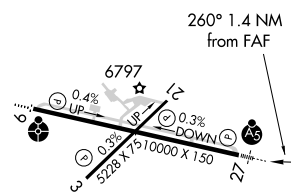
ASOS
118.375

CASPER RADIO
122.6

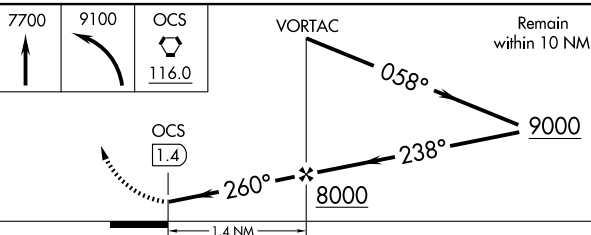
UNICOM
122.8 (CTAF) **L**

NW-1. 14 JAN 2010 to 11 FEB 2010

ELEV 6760



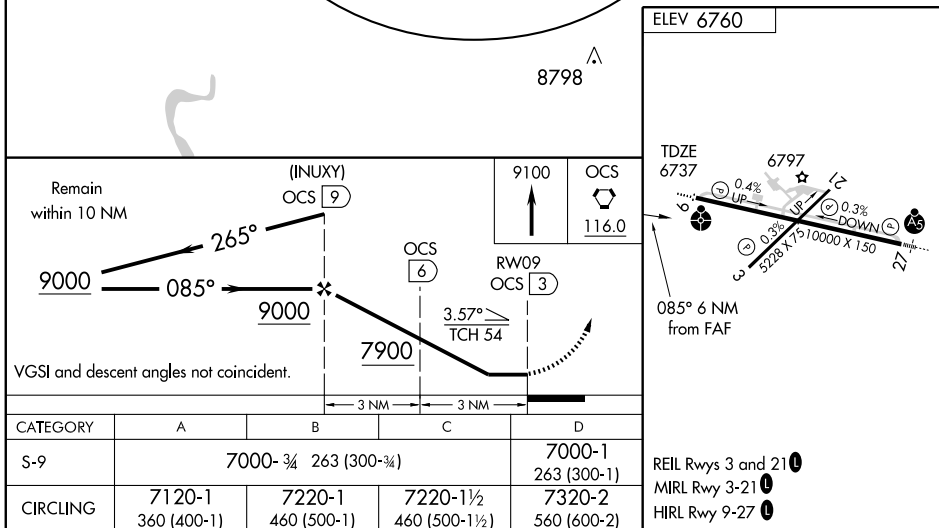
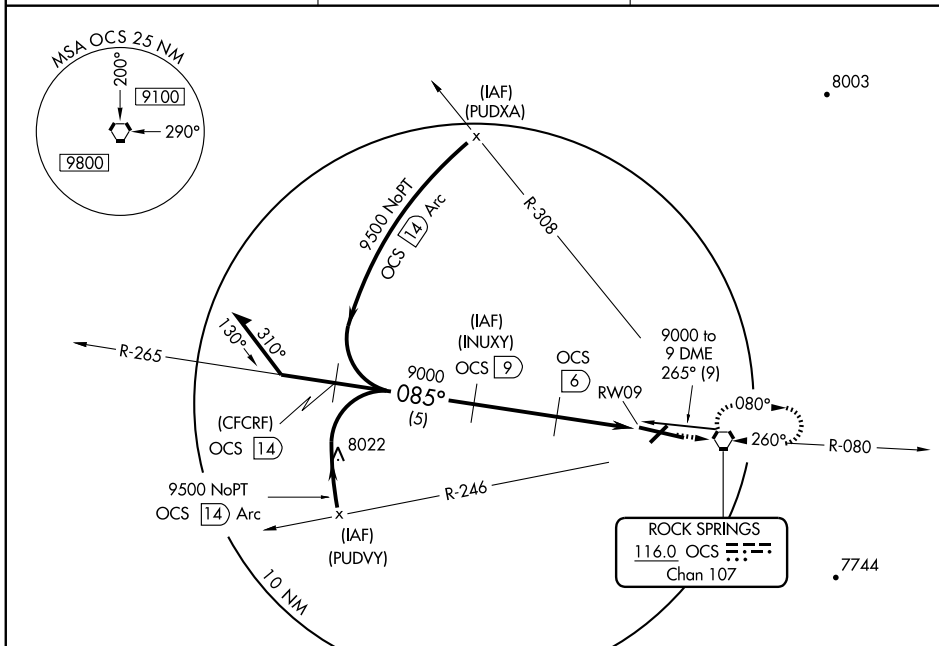
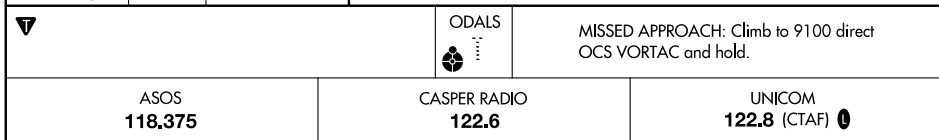
REIL Rwy 3 and 21 **L**
MIRL Rwy 3-21 **L**
HIRL Rwy 9-27 **L**



FAF to MAP 1.4 NM						CATEGORY	A	B	C	D
Knots	60	90	120	150	180	CIRCLING	7440-1	680 (700-1)	7440-2 680 (700-2)	7440-2¼ 680 (700-2¼)
Min:Sec	1:24	0:56	0:42	0:34	0:28					

VORTAC OCS 116.0 Chan 107	APP CRS 085°	Rwy Idg 10000 TDZE 6737 Apt Elev 6760
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VOR/DME or GPS RWY 9
ROCK SPRINGS-SWEETWATER COUNTY (RKS)



VORTAC OCS 116.0 Chan 107	APP CRS 255°	Rwy Idg TDZE 6760 Apt Elev 6760
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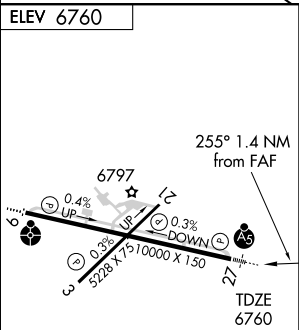
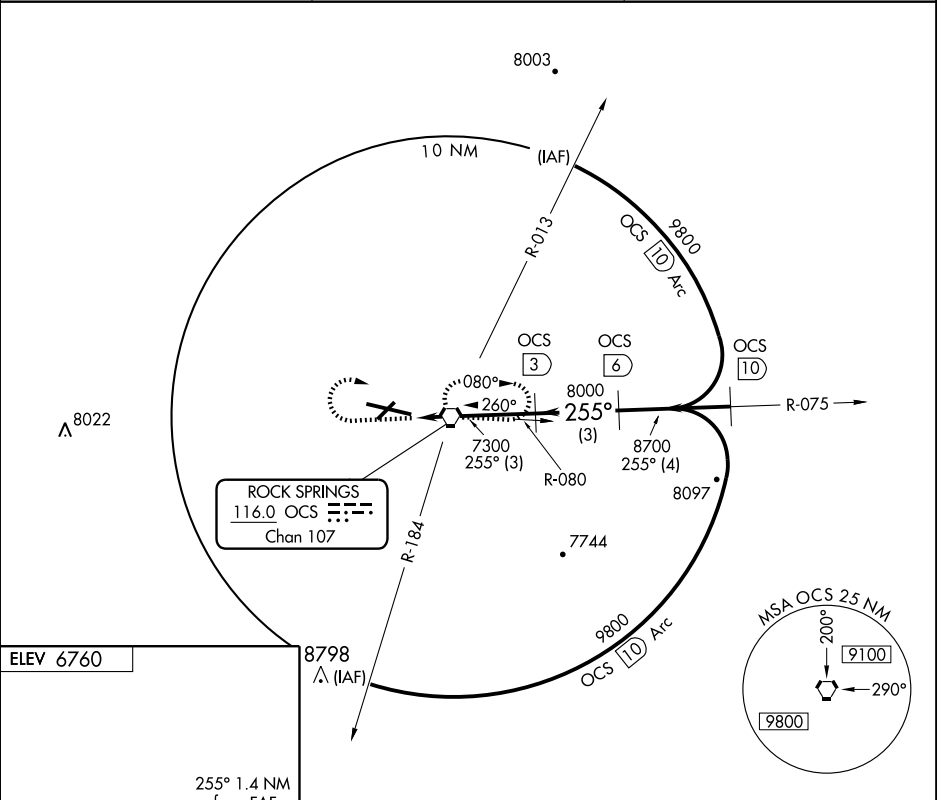
VOR/DME RWY 27
ROCK SPRINGS-SWEETWATER COUNTY (RKS)

▼ Inoperative table does not apply to Cat. D.

MALSR

MISSED APPROACH: Climb to 7700, then climbing right turn to 9100 direct OCS VORTAC and hold.

ASOS 118.375	CASPER RADIO 122.6	UNICOM 122.8 (CTAF) 0
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	7700	9100	OCS 116.0	OCS 6	OCS 10	
	↑	↗	✈	✈	✈	
			VORTAC			
			7300	8000	8700	9800
			1.4 NM	3 NM	3 NM	4 NM
CATEGORY	A	B	C	D		
S-27	7040-½ 280 (300-½)				7040-1 280 (300-2)	
CIRCLING	7120-1 360 (400-1)	7220-1 460 (500-1)	7220-1½ 460 (500-1½)	7320-2 560 (600-2)		

REIL Rwy 3 and 21 **0**
MIRL Rwy 3-21 **0**
HIRL Rwy 9-27 **0**

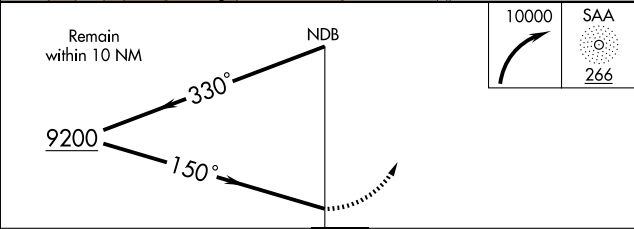
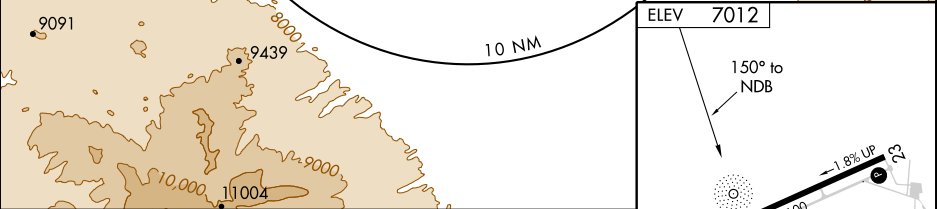
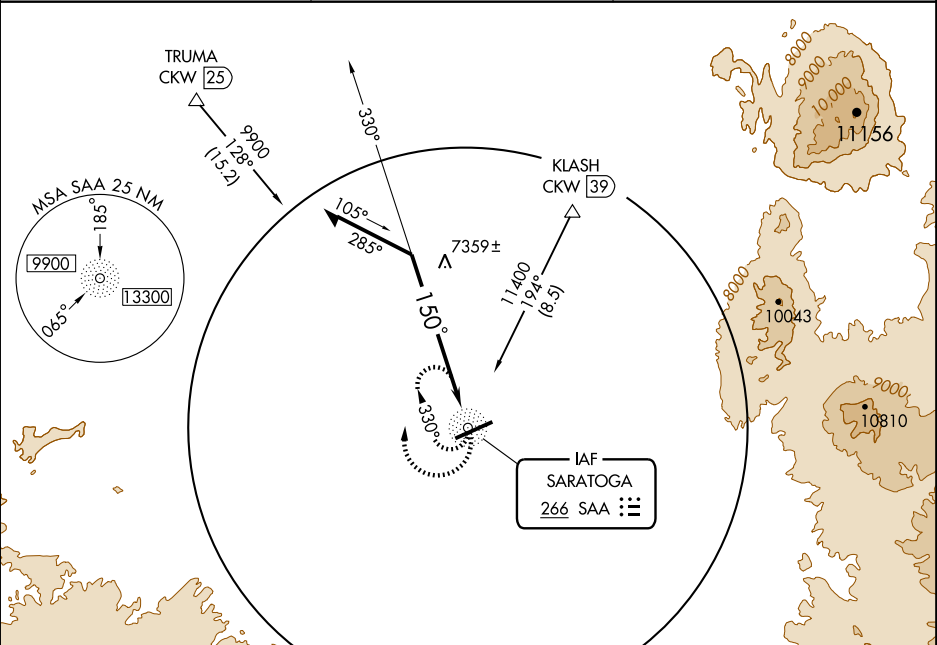
NDB SAA 266	APP CRS 150°	Rwy Idg TDZE Apt Elev N/A N/A 7012
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NDB-A

SARATOGA/ SHIVELY FIELD (SAA)

NA If local altimeter setting not received, use Rawlins altimeter setting and increase all MDAs 280 feet.	MISSED APPROACH: Climbing right turn to 10,000 in SAA NDB holding pattern.
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AWOS-3 118.175	DENVER CENTER 132.1 254.35	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D	Knots	60	90	120	150	180
CIRCLING	7720-1¼	708 (800-1¼)	7720-2	708 (800-2)	7720-2¼	708 (800-2¼)				
					Min:Sec					

APP CRS 151°	Rwy Idg TDZE Apt Elev N/A N/A 7012
------------------------	--

RNAV (GPS)-B

SARATOGA/ SHIVELY FIELD (SAA)

▼ DME/DME RNP -0.3 NA. If local altimeter setting not received, use Rawlins altimeter setting and increase all MDAs 280 feet.

▲ NA

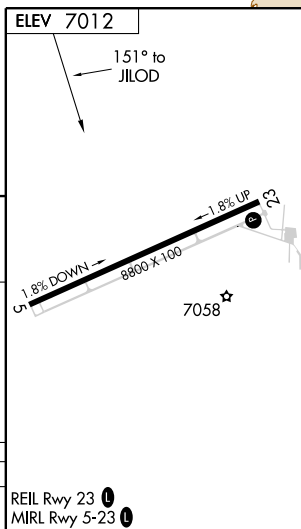
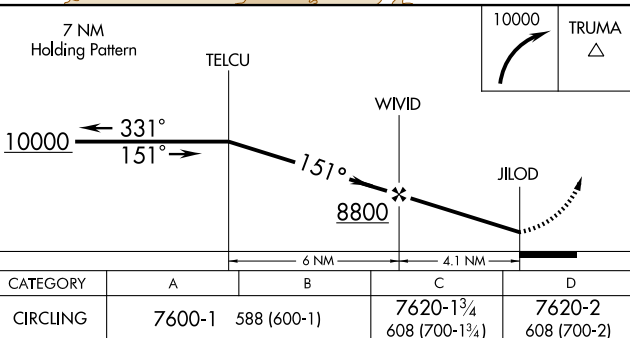
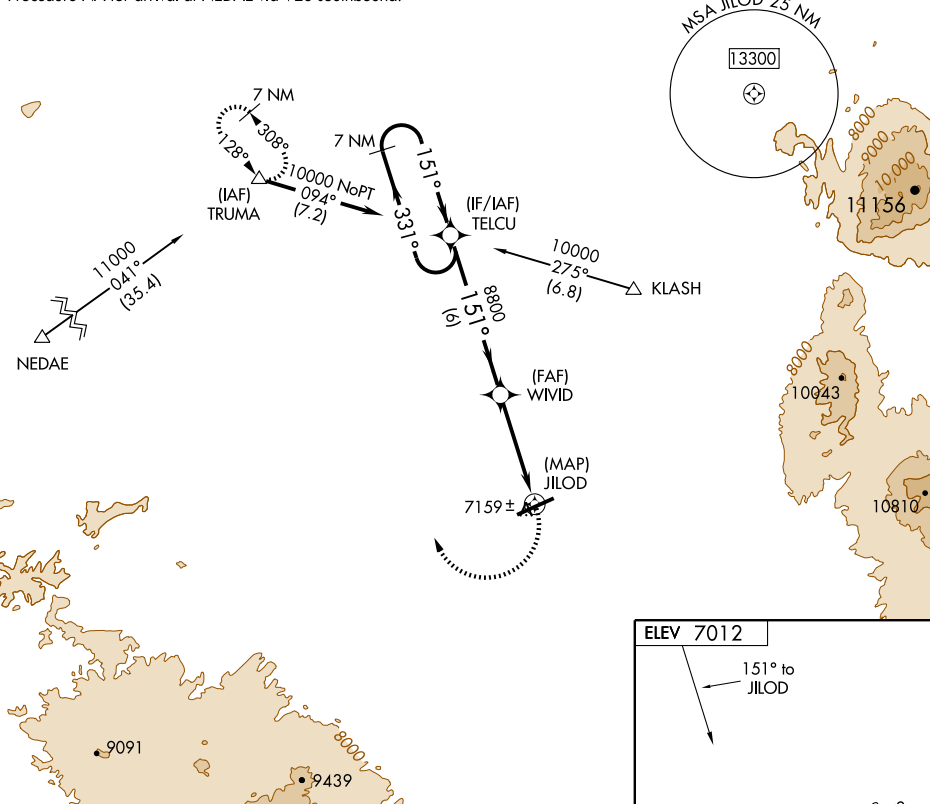
MISSED APPROACH: Climbing right turn to 10,000 direct TRUMA and hold.

AWOS-3
118.175

DENVER CENTER
132.1 254.35

UNICOM
122.8 (CTAF) 1

Procedure NA for arrival at NEDAE via V26 southbound.



REIL Rwy 23 1
MRL Rwy 5-23 1

LOC/DME I-SHR 108.7 Chan 24	APP CRS 323°	Rwy Idg TDZE Apt Elev	8300 3985 4021
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ILS or LOC/DME RWY 32

SHERIDAN COUNTY (SHR)

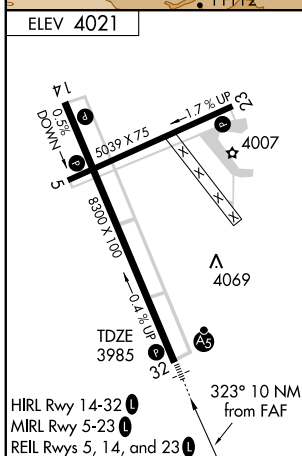
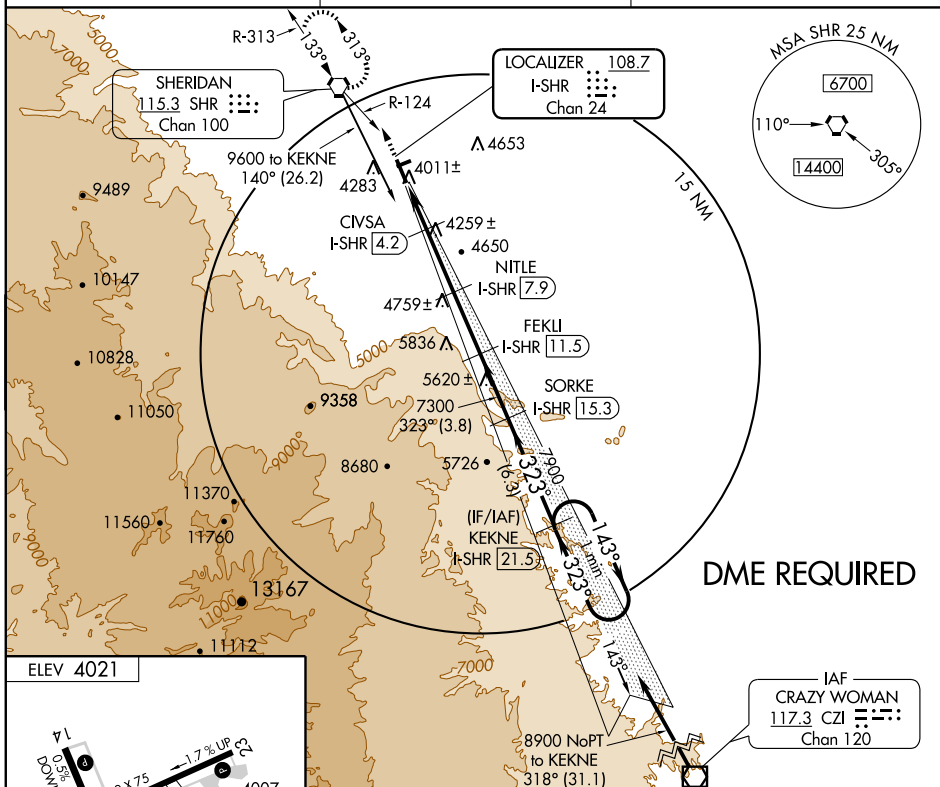
- T** When VGSI inoperative, circling Rwy 5 and 23 NA at night.
A For inoperative MALSR, increase S-LOC 32 Cat D visibility to 1.
If local altimeter setting not received, procedure NA.

MALSr



MISSED APPROACH: Climb to 7000 via heading 323° and SHR VORTAC R-124 to SHR VORTAC and hold, continue climb-in-hold to 7000.

ASOS 135.175	SALT LAKE CENTER 127.75 351.9	UNICOM 123.0 (CTAF) 0
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[illegible]

WAAS CH 81899 W14A	APP CRS 143°	Rwy Idg 8300 TDZE 4014 Apt Elev 4021
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RNAV (GPS) RWY 14

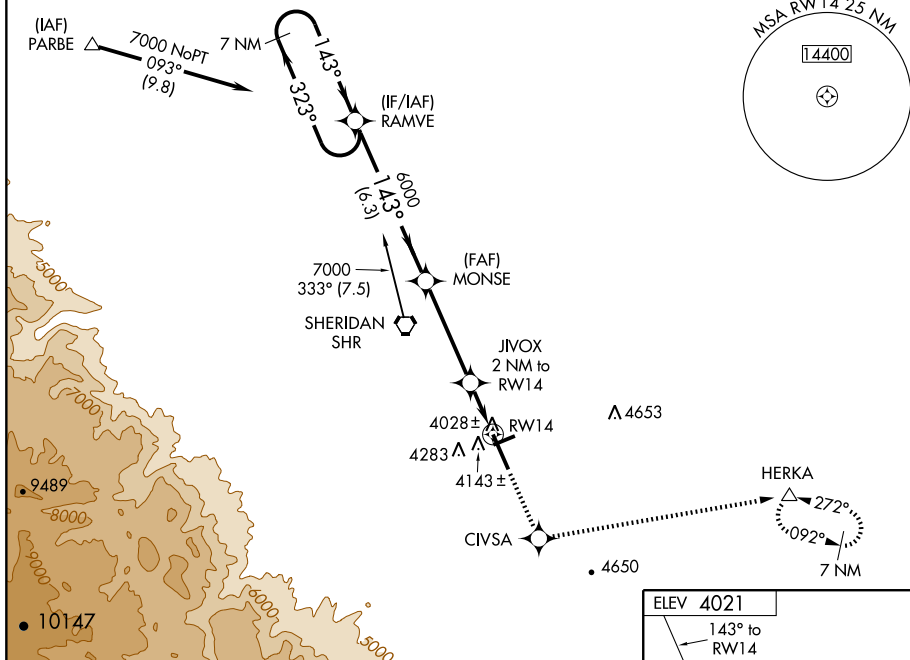
SHERIDAN COUNTY (SHR)

T DME/DME RNP -0.3 NA.
A Baro-VNAV NA below -23°C (-9°F).
When VGSI inoperative, circling Rwy 5 and 23 NA at night.
If local altimeter setting not received, procedure NA.

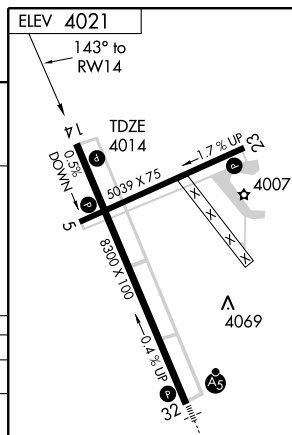
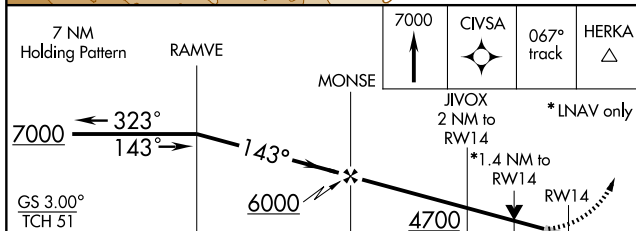
MISSED APPROACH: Climb to 7000 direct CIVSA and via 067° track to HERKA and hold, continue climb-in-hold to 7000.

ASOS
135,175

SALT LAKE CENTER
127.75 351.9

UNICOM
123.0 (CTAF) **L**

NW-1. 14 JAN 2010 to 11 FEB 2010



CATEGORY	A	B	C	D
LPV DA	4264-¾ 250 (300-¾)			
LNAV/ VNAV DA	4419-1½ 405 (400-1½)			
LNAV MDA	4500-1	486 (500-1)	4500-1¼ 486 (500-1¼)	4500-1½ 486 (500-1½)
CIRCLING	4580-1½ 559 (600-1½)	4600-1½ 579 (600-1½)	4620-1¼ 599 (600-1½)	4740-2¼ 719 (800-2¼)

HIRL Rwy 14-32 **L**
MIRL Rwy 5-23 **L**
REIL Rwy 5, 14, and 23 **L**

WAAS CH 65699 W32A	APP CRS 323°	Rwy Idg TDZE Apt Elev 8300 3985 4021
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RNAV (GPS) RWY 32
SHERIDAN COUNTY (SHR)

▼ DME/DME RNP- 0.3 NA. Baro-VNAV NA below -23°C (-9°F).

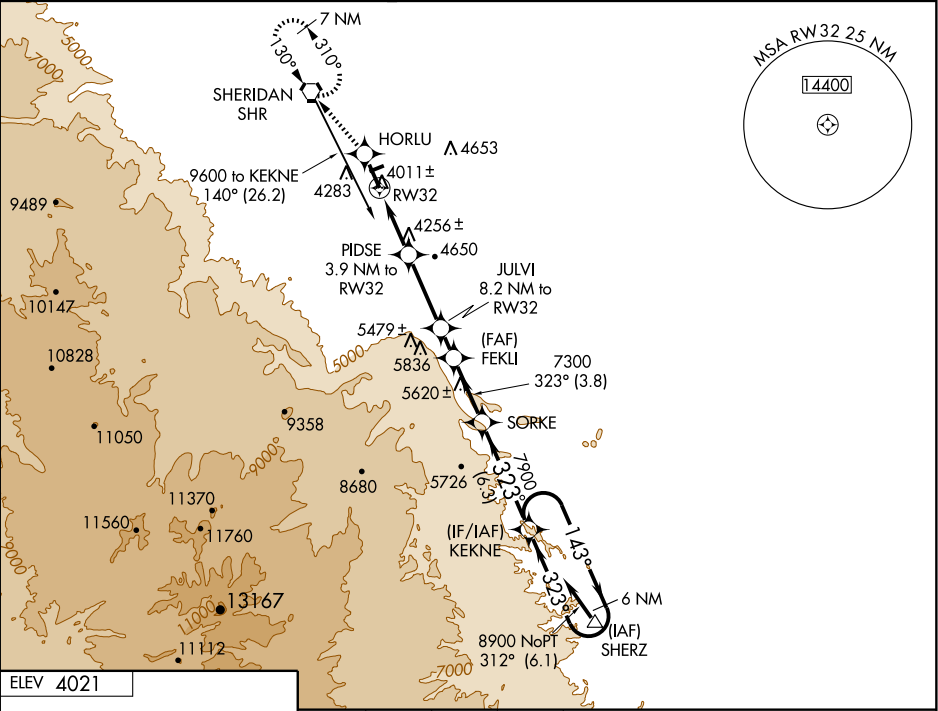
▲ For inoperative MALSR, increase LPV visibility to ¾ all Cats.
When VGSI inoperative, circling Rwy 5 and 23 NA at night.
If local altimeter setting not received, procedure NA.

MALSR

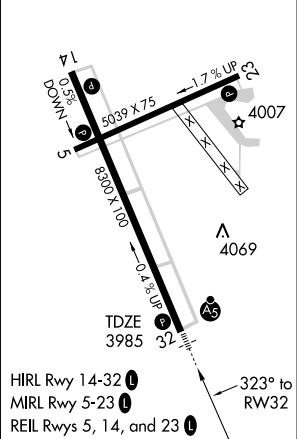


MISSED APPROACH: Climb to 7000 direct HORLU and via 306° track to SHR VORTAC and hold, continue climb-in-hold to 7000.

ASOS 135.175	SALT LAKE CENTER 127.75 351.9	UNICOM 123.0 (CTAF) 
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ELEV 4021



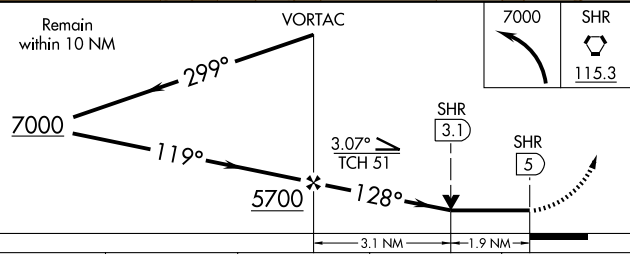
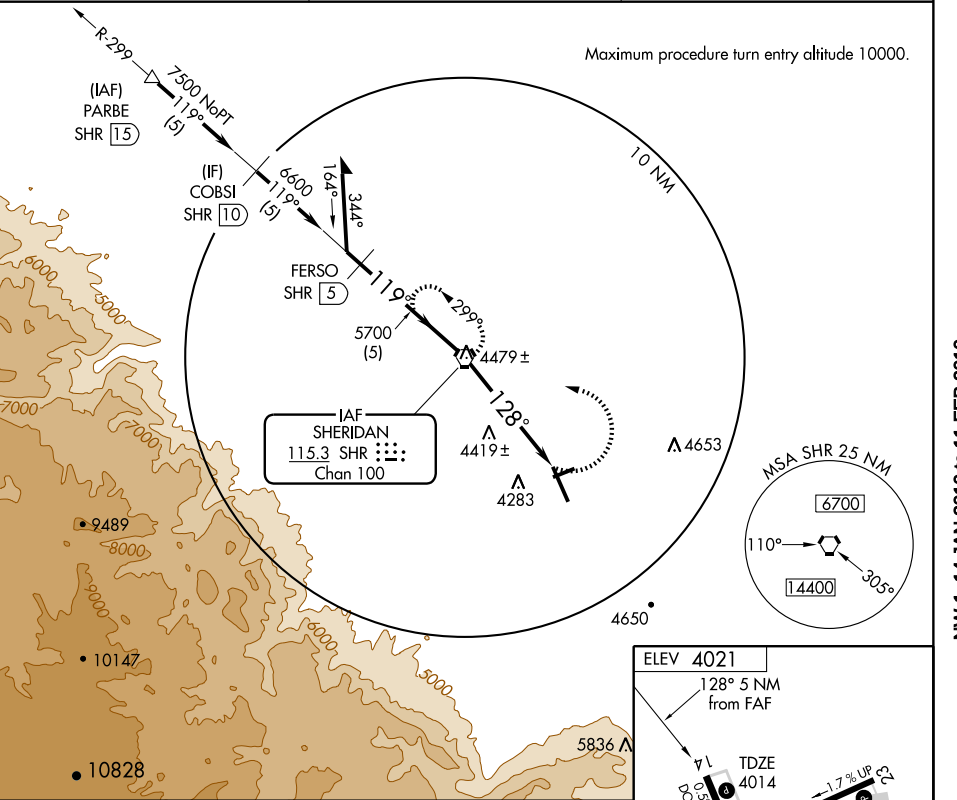
7000 ↑	HORLU ✦	306° track	SHR ◻				6 NM Holding Pattern		
*LNAV only				PIDSE 3.9 NM to RW32	JULVI 8.2 NM to RW32	FEKLI	SORKE	KEKNE	8900
*1.5 NM to RW32				5280	6700	7300	7900	143° → ← 323°	GS 3.00° TCH 59
1.5				2.4 NM	4.3 NM	1.8 NM	3.8 NM	6.3 NM	
CATEGORY		A		B		C		D	
LPV DA		4235-½ 250 (300-½)							
LNAV/ VNAV DA		4426-1 441 (500-1)							
LNAV MDA		4520-½ 535 (500-½)				4520-1 535 (500-1)		4520-1¼ 535 (500-1¼)	
CIRCLING		4580-1½ 559 (600-1½)		4600-1½ 579 (600-1½)		4620-1½ 599 (600-1½)		4740-2¼ 719 (800-2¼)	

VORTAC SHR	APP CRS	Rwy Idg	8300
115.3	128°	TDZE	4014
Chan 100		Apt Elev	4021

If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climbing left turn to 7000 direct SHR VORTAC and hold, continue climb-in-hold to 7000.

ASOS 135.175	SALT LAKE CENTER 127.75 351.9	UNICOM 123.0 (CTAF) 0
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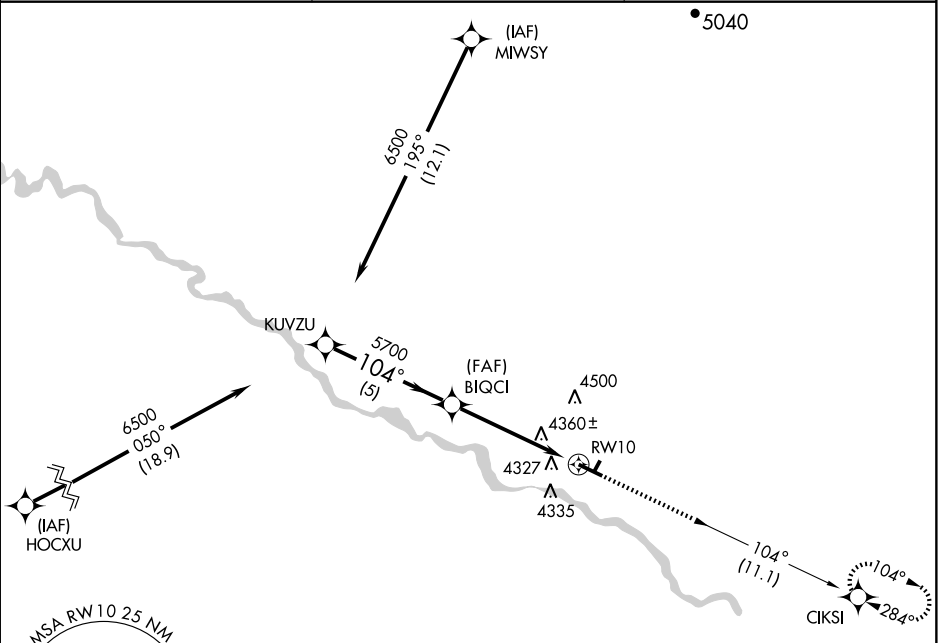
CATEGORY	A	B	C	D	FAF to MAP 5 NM					
S-14	4680-1	666 (700-1)	4680-1¾ 666 (700-1¾)	4680-2 666 (700-2)	Knots	60	90	120	150	180
CIRCLING	4680-1	659 (700-1)	4680-1¾ 659 (700-1¾)	4740-2¼ 719 (800-2¼)	Min:Sec	5:00	3:20	2:30	2:00	1:40

APP CRS	Rwy Idg	5703
104°	TDZE	4205
	Apt Elev	4205

GPS RWY 10
TORRINGTON MUNI (TOR)

▲ NA	MISSED APPROACH: Climb to 6500 via 104° course to CIKSI WP and hold.
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ASOS 118.375	DENVER CENTER 127.95 338.2	UNICOM 122.8 (CTAF) 0
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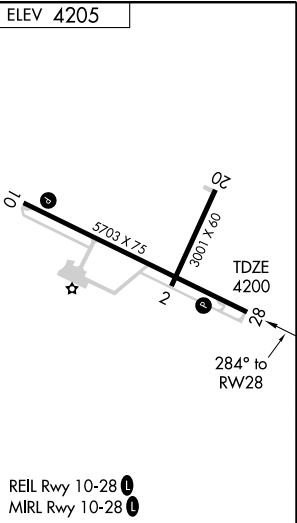
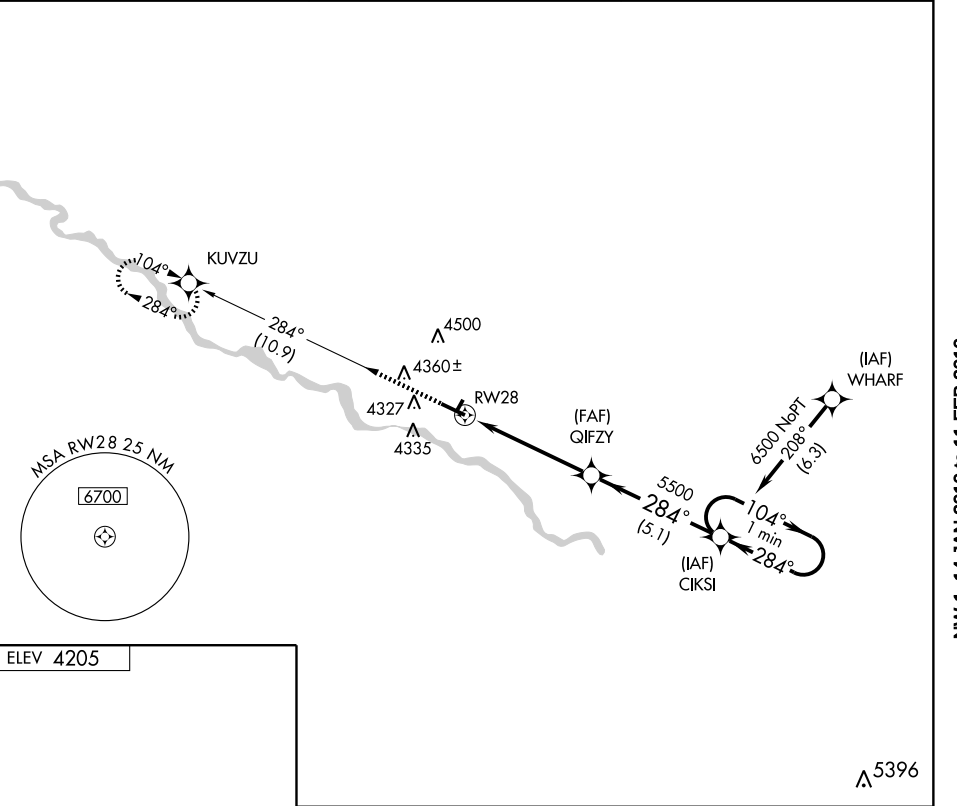


KUVZU		BIQCI		RW10	
6500		5700			
104°		104°		104°	
5 NM		5 NM			
CATEGORY	A	B	C	D	
S-10	4660-1	455 (500-1)	4660-1¼ 455 (500-1¼)	4660-1½ 455 (600-1½)	
CIRCLING	4680-1	475 (500-1)	4680-1½ 475 (500-1½)	4820-2 615 (700-2)	

▲ NA

MISSED APPROACH: Climb to 6500 via 284° course to KUVZU WP and hold.

ASOS 118.375	DENVER CENTER 127.95 338.2	UNICOM 122.8 (CTAF) 0
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6500
↑
284°

KUVZU

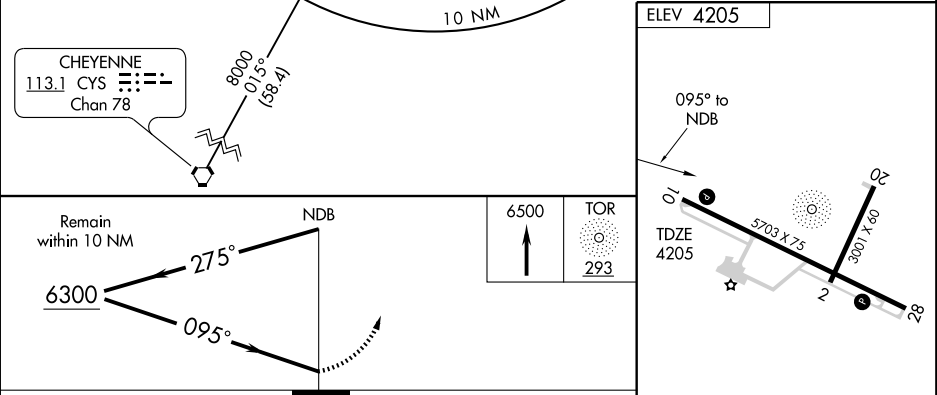
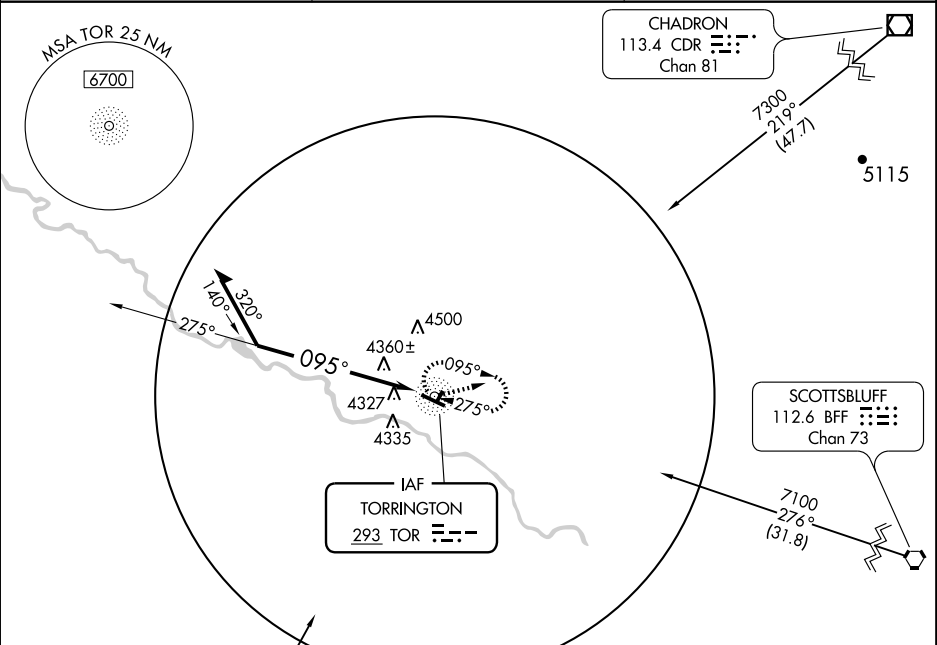
	RW28	QIFZY	CIKSI	One Minute Holding Pattern
		5500		104° → 6500 ← 284°
	5 NM	5.1 NM		
CATEGORY	A	B	C	D
S-28	4620-1	420 (500-1)	4620-1¼	420 (500-1¼)
CIRCLING	4680-1	475 (500-1)	4680-1½ 475 (500-1½)	4820-2 615 (700-2)

NDB RWY 10
TORRINGTON MUNI (TOR)

NDB TOR	APP CRS	Rwy Idg	5703
293	095°	TDZE	4205
		Apt Elev	4205

NA	MISSED APPROACH: Climb to 6500 in TOR NDB holding pattern.
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ASOS 118.375	DENVER CENTER 127.95 338.2	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D	Knots	60	90	120	150	180
S-10	4940-1	735 (800-1)	4940-2 735 (800-2)	4940-2¼ 735 (800-2¼)	Min:Sec					
CIRCLING	4940-1	735 (800-1)	4940-2 735 (800-2)	4940-2¼ 735 (800-2¼)						

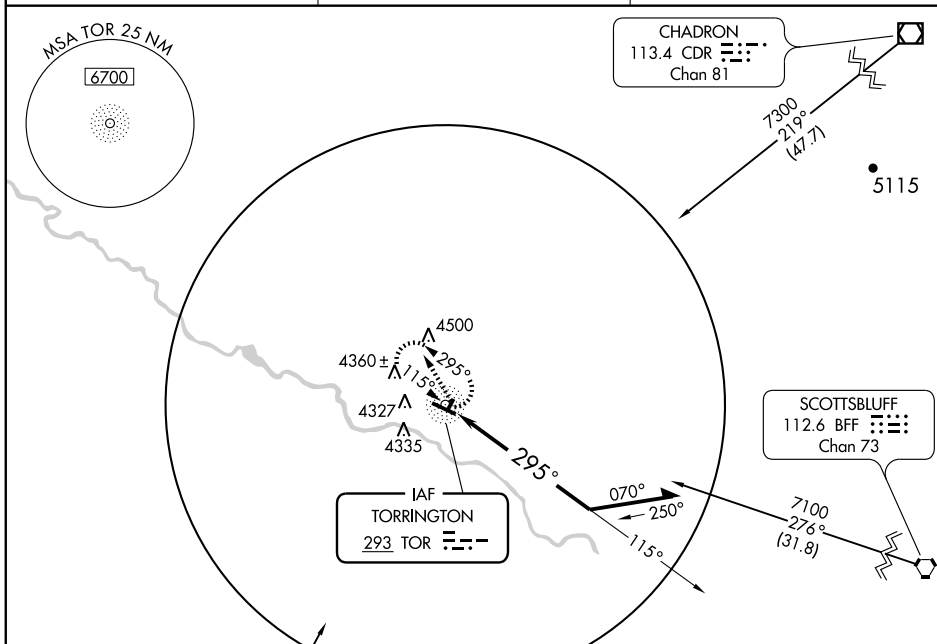
NDB TOR	APP CRS	Rwy Idg	5703
<u>293</u>	295°	TDZE	4200
		Apt Elev	4205

NDB RWY 28
TORRINGTON MUNI (TOR)

ANA

MISSED APPROACH: Climb to 6500 in TOR NDB holding pattern.

ASOS
118,375

DENVER CENTER
127.95 338.2UNICOM
122.8 (CTAF) **L**

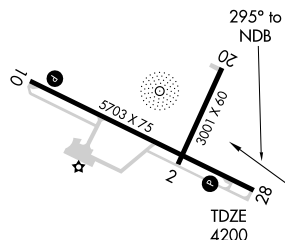
NW-1. 14 JAN 2010 to 11 FEB 2010

CHEYENNE
113.1 CYS 
Chan 78

6500	TOR
↑	
	<u>293</u>

Diagram illustrating a VOR station (NDB) with a 115° radial and a 295° radial. The obstacle is 6000 MSL. The clearance requirement is to remain within 10 NM.

ELEV 4205



REIL Rwy 10-28 **L**
MIRL Rwy 10-28 **L**

CATEGORY	A	B	C	D
S-28	4720-1	520 (600-1)	4720-1½ 520 (600-1½)	4720-1¾ 520 (600-1¾)
CIRCLING	4720-1	515 (600-1)	4720-1½ 515 (600-1½)	4820-2 615 (700-2)

Knots	60	90	120	150	180
Min:Sec					

APP CRS 260°	Rwy Idg TDZE Apt Elev	N/A N/A 4774
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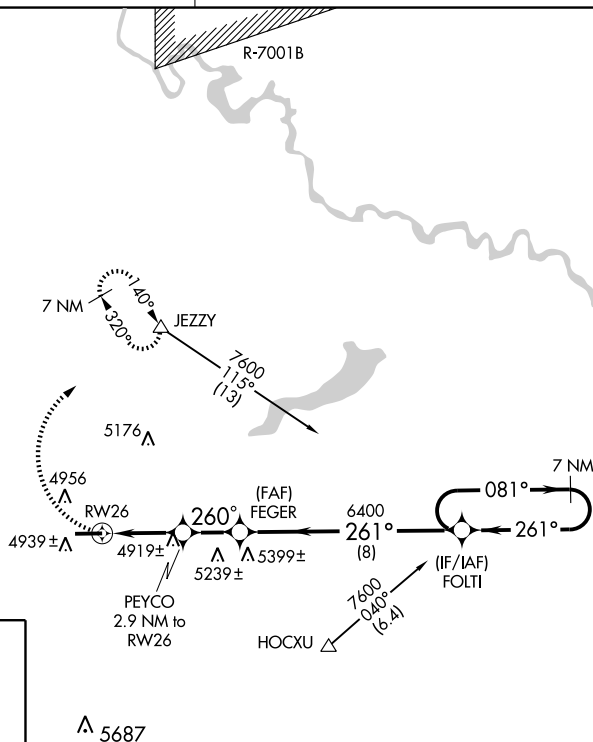
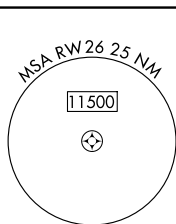
RNAV (GPS)-A WHEATLAND/ PHIFER AIRFIELD (E.A.N.)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ NA Use Torrington altimeter setting; when not received, use Western Neb. Rgnl/William B. Heilig Field altimeter setting and increase all MDAs 100 feet and visibility Cats B/C ¼ mile.
 Procedure NA at night.

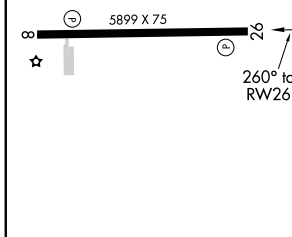
MISSED APPROACH: Climbing right turn to 9000 direct JEZZY and hold, continue climb-in-hold to 9000.

DENVER CENTER
135.6 385.6

CTAF
122.9



ELEV 4774



9000	JEZZY	VGSI and descent angles not coincident.		7 NM Holding Pattern
		PEYCO 2.9 NM to RW26	FEGER	FOLTI
		3.04° TCH 40	261°	081°
		5740	6400	7600
		2.9 NM	2 NM	8 NM
CATEGORY	A	B	C	D
CIRCLING	5440-1 666 (700-1)	5460-1 686 (700-1)	5460-2 686 (700-2)	NA

MIRL Rwy 8-26

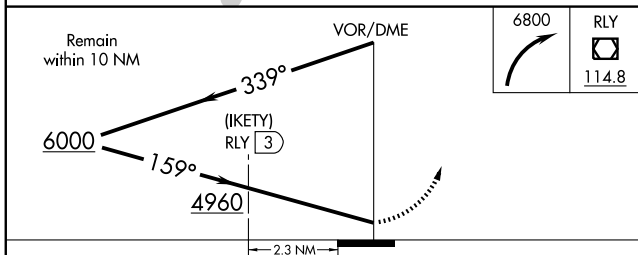
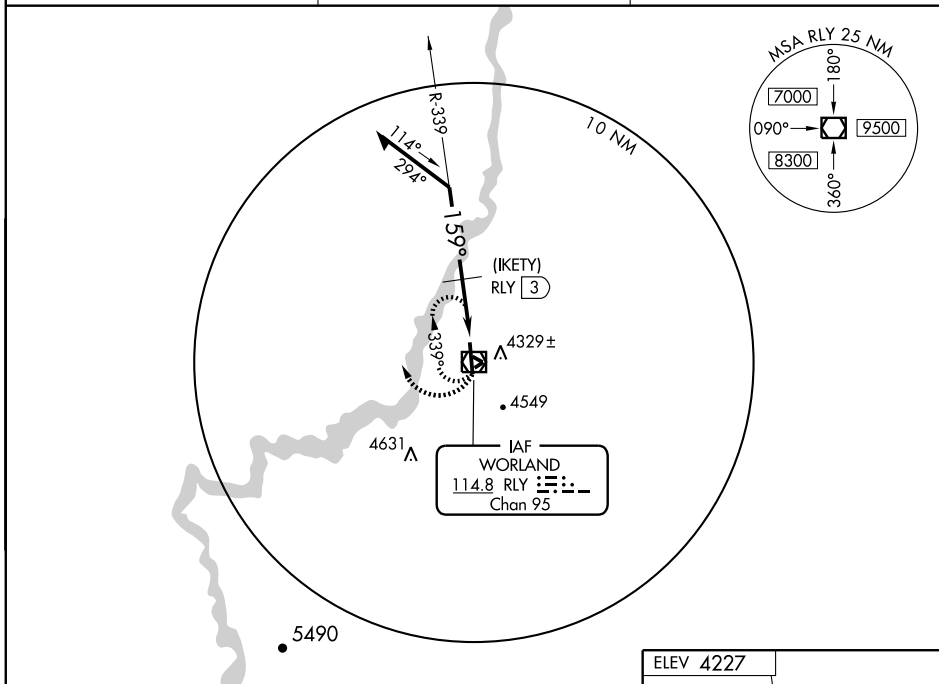
VOR/DME RLY 114.8 Chan 95	APP CRS 159°	Rwy Idg 7005 TDZE 4179 Apt Elev 4227
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VOR or GPS RWY 16
WORLAND MUNI (WRL)



MISSED APPROACH: Climbing right turn to 6800 in RLY VOR/DME holding pattern.

ASOS 135.475	SALT LAKE CENTER 133.25 285.6	UNICOM 123.05 (CTAF) L
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CATEGORY	A	B	C	D
S-16	4960-1 781 (800-1)	4960-1¼ 781 (800-1¼)	4960-2¼ 781 (800-2¼)	4960-2½ 781 (800-2½)
CIRCLING	4960-1 733 (800-1)	4960-1¼ 733 (800-1¼)	4960-2¼ 733 (800-2¼)	4960-2½ 733 (800-2½)

DME MINIMUMS

S-16	4600-1 421 (400-1)		4600-1¼ 421 (400-1¼)	
CIRCLING	4840-1 613 (700-1)	4900-1 673 (700-1)	4900-2 673 (700-2)	4900-2¼ 673 (700-2¼)

